



SPEEDSTER THE EXCLUSIVE OPEN-TOP TWO-SEATER 911 DRIVEN

Total 911

THE PORSCHE MAGAZINE

997 GT2 RS

Is the merciless GT2 RS the ultimate driver's Porsche 911?



www.total911.com



16 pages
featuring 3.2
Speedster,
Clubsport
& SSE

LEGEND

OF THE 3.2 CARRERA

Celebrating 30 years of the acclaimed model that safeguarded the future of the 911



996 TURBO

In-depth buying guide for the first water-cooled Turbo

ip **DigitalEdition**
IMAGINE PUBLISHING GreatDigitalMags.com
ISSUE 114

PLUS

- Specs for every 911
- René Metge speaks
- 1967 S vs 991 Carrera S
- History of Porsche at Le Mans

Swiss *movement*, English *heart*



C7 ITALIAN RACING RED CHRONOMETER – LIMITED EDITION

Made in Switzerland / Worldwide limited edition of only 500 pieces / ETA 251.233 COSC 1/10ths second split-timing / 316L marine-grade stainless steel case / Anti-reflective sapphire crystal / Unique serial number / “Toro Bravo” leather deployment strap

EXCLUSIVELY AVAILABLE AT christopherward.co.uk

CHR.WARD
LONDON

Welcome



Those with a penchant for Porsche history will be aware of the historical significance bestowed upon the 3.2 Carrera. Now 30 years old, there was a time when the 3.2 Carrera wasn't going to be built at all – or any other 911, for that matter.

By the late Seventies, Porsche switched attentions towards front-engined sports cars and water-cooling with the 924, 944 and 928. The Turbo and SC flew the flag for the air-cooled, rear-engined 911, but while the Turbo remained a poster car for many, only small adjustments over five years of SC production served as notice of the sports car's impending fate.

Thankfully, Peter Schutz's arrival proved colossal, with the new CEO recognising the enormity of the 911's influence for Porsche. You may recall a wonderful anecdote where Schutz walked into Helmut Bott's office and, after ingesting the wall-mounted production timeline of the 911 that stopped abruptly the following year, he picked up a pen and continued the line

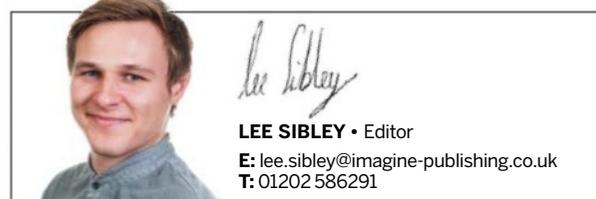
not only to the end of the graph, but along the wall and even around the corner, such was his confidence in the 911's future.

Shortly after, the faster, cleaner and more refined 3.2 was unveiled, and three decades on the model is still revered as the archetypal classic 911 that's accessible on a modest budget. Our 16-page celebration pays homage to this generation of 911, encapsulating stellar iterations including the Supersport, Speedster, and my personal favourite, the Clubsport.

If an accessible classic built in big numbers isn't to your liking then our 997 GT2 RS feature should appeal. We take the ferocious supercar out on track, beginning on page 44.

Finally, credence must also go to our long-time Living the Legend contributor Ben Przekop, who has now been writing for the magazine for over 50 issues. As a road and track driver, admirer and writer of all things Porsche, Ben is perhaps the symbol of what this very magazine represents. Congratulations Ben, and here's to the next 50 issues!

“Three decades on, the model is still revered as the archetypal classic 911”



Join the community

 **Facebook**
/total911magazine

 **Twitter**
@total911

 **www.total911.com**
Visit us for up-to-date news and debate

1911 Opening Shot

Despite being separated by more than 47 years of Zuffenhausen manufacturing, the unmistakable silhouette of the Porsche 911 remains evident as the very first 911S is joined by its modern equivalent: the 991 Carrera S.

Photograph by **Daniel Pullen**





Contents

18 30 YEARS OF THE 3.2

“The 3.2 is perhaps the Porsche that best symbolises the popular image of the classic 911”



For back issues, subscriptions and other Total 911 products visit

www.imagineshop.co.uk



Essentials

- 08 **Update**
All the latest 911 news, motorsport and Porsche lifestyle products
- 16 **Views**
Have your say on Porsche issues
- 34 **Total 911 subscriptions**
The latest subscription offers for our loyal readers
- 76 **Living the Legend**
Catch up with those who are truly experiencing the Zuffenhausen legend
- 83 **Premier Porsche**
Company profile, data file and traders
- 88 **Data file**
Your one stop for every 911 detail over the last 50 years and counting
- 113 **Coming soon**
What you can expect in the next issue
- 114 **Great roads**
Our first ever road in the land of Oz



28



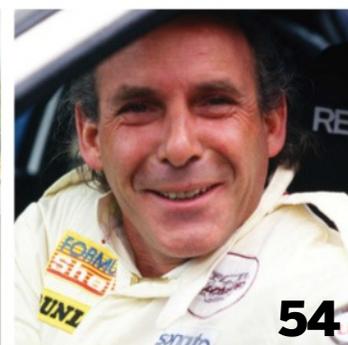
36

Features

- 18 **30 years of 3.2 Carrera**
We celebrate this iconic classic 911 in all its guises
- 28 **3.2 Speedster**
The rarest of all 3.2 Carrera models is taken for a test drive
- 36 **'67 911S vs 991 Carrera S**
Josh explores 50 years of 'Special' character with this head to head
- 44 **997 GT2 RS**
The most brutal track-bred Porsche 911 is unleashed in its natural habitat
- 54 **911 hero: René Metge**
We sit down with the man who gave Porsche a famous Dakar victory
- 60 **Ultimate guide: 996 Turbo**
Everything you need to know about the most affordable 911 Turbo
- 68 **993 windscreen troubleshooting**
How to make sure your view remains crystal clear and creak-free
- 70 **Road to Le Mans**
A historical look at the famous enduro ahead of the big return in the FIA WEC
- 84 **Paul Stephens**
Lee visits the company that's built its reputation on exquisite bespoke 911s



44



54



60



70



84

Update

Latest news, key dates, star products and race results from the world of Porsche



The new 991 GT3 RS in action, and (above right) the 991 GT3 is named '2014 World Performance Car' in New York

Exclusive: new 991 GT3 RS spotted testing

Latest Rennsport 911 spied at the Nürburgring as base 991 GT3 picks up award

With its release date rumoured to be this year, the Porsche 991 GT3 RS has been spotted testing at the infamous Nürburgring Nordschleife circuit, a favourite test track among car manufacturers.

The latest incarnation of the storied Rennsport strain of 911s, the 991 GT3 RS will make use of the current Turbo's wide bodyshell (evident by the rear arch air intakes featured on the test mule). This will make it over an inch wider than the 991 GT3 on which it is based, a car that itself uses the wider-than-standard Carrera 4 body. Accordingly, a wider front track will be used, with the tyres also likely to see an increase in width.

It is not known if the GT3 RS will gain any more power over its GT3 sibling (reports of 500bhp from the GT3's 3.8-litre engine are currently unsubstantiated), but the new Rennsport 911 will make its biggest leap forward aerodynamically with the introduction of a near-Cup specification rear wing (including angle adjustment).

To complement the huge increase in rear downforce, the front chin spoiler appears to have been extended over the standard GT3 (again mirroring the Carrera Cup-specification racing car),

while the RS also gains RS 4.0-style dive planes on the side of the front bumper. The car sits lower than the 991 GT3, with stiffer springing and damper settings expected.

The PDK gearbox is expected to be the only transmission option, making weight saving an issue, though a remapped shift setting could see faster gear changes than those found in the standard GT3.

While the 991 GT3 RS was being put through its paces at the 'Green Hell', the 991 GT3 was picking up an award at the New York Auto Show after being named '2014 World Performance Car' in the World Car Awards.

Decided by a 69-strong panel of automotive journalists from around the world, the 991 GT3 is the second 911 to pick up a trophy at the annual awards ceremony; the 991 Carrera being named 'Performance Car of the Year' in 2012.

"Each generation of the 911 GT3 epitomises our vision of the ultimate pure-bred, track-ready sports car, and our newest iteration is no exception," explained president of Porsche Cars North America, Detlev von Platen. "To be elected against such formidable competitors by a large number of auto experts pays a huge compliment to our designers and engineers."



What's on in 2014

May	June	July	August
<p>PCA driver training 28-29 May This event takes place at Watkins Glen, and is available to all Porsche Club of America members.</p>	<p>Nordschleife trackday 3 June For €840 (£690), you can experience the full Nordschleife circuit.</p>	<p>Goodwood Festival of Speed 26-29 June This year's theme is 'Addicted to Winning – The Unbeatable Champions of Motor Sport'.</p>	<p>RM Auctions Motor City 26 July Another premium sale held in the heartland of the American auto industry.</p> <p>Wilton Classic and Supercar 10 August One of the UK's biggest outdoor classic and supercar shows in a stunning setting.</p> <p>PCGB R3 region concours 17 August Free-of-charge meet at Witton Castle. The biggest gathering of Porsches in the UK's northeast.</p>



Magnus Walker's 'Urban Outlaw' wheels will fit anything from a short wheelbase 911R right up to RSRs and STs



Magnus Walker unveils 'Urban Outlaw' wheel

Fifteen52, the American styling component company made famous by their affiliation with Ken Block, are to produce a new wheel in collaboration with 911 hot rod builder (and **Total 911** regular) Magnus Walker. Over the past 12 months, Walker has been working with the Los Angeles-based company to create a unique design that embodies the style of the Urban Outlaw's builds.

"It's not easy to design a wheel that's different from the rest," Magnus tells **Total 911**. "I run a variety of wheels across all my cars, but I've always found it frustrating that none of them bolt

straight on. I wanted to change that with a new design: it needed to have five lugs and be different." After months of CAD/CAM work, the end result is a wheel that borrows cues from the iconic Fuchs 'five-leaf', as well as the Campagnolo replicas seen on Walker's STR II.

The wheels – with Magnus's own bespoke 'Urban Outlaw' design on the centre caps – will be two-piece, forged and, crucially for Magnus, made in LA. Available in a classic-911 friendly 15-inch diameter with widths of 6,7,8,9 and 11 inches, Magnus intends to quickly expand the range.

"I also realised that guys with 964s and 993s like retro wheels too, so I intend to have the wheels available in larger 16,17 and 18-inch sizes. That way, early guys can run 15s on their Porsches, and the later guys with 993s can run 17-inch wheels, which will be the main sells."

Their standard colour will be flat black with gloss black centres, and silver and gold will also be available. Pricing is yet to be confirmed, but Walker intends "to launch the wheel and gauge the interest it generates. I anticipate being able to sell these for under \$1,000 per wheel – great value for a wheel made in LA."

In brief



Eibach antiroll bar kits released

Suspension giants Eibach have released two new hollow antiroll bar kits aimed at improving the handling of your 911. Currently available for 996 Carrera 2 and 997 Turbo models, Eibach is already developing similar systems for 964, 993, 996 Turbo and 997 Carrera 2 variants.

Eibach have designed the new antiroll bar kits to retain the cars' OE bracketry, enabling easy installation. At least 40 per cent lighter than all other aftermarket ARB kits, the Eibach kit features increased adjustability over its competitors, allowing you to fine-tune your 911's handling. Prices start at £300.66 plus VAT.



PNA 'Tops out' in Atlanta

The new Porsche North America headquarters, currently under construction in Atlanta, has enjoyed its 'topping out' ceremony as the project continues along its path to completion.

Sitting in a 277-acre site, the new US centre will house over 400 Porsche employees. As well as acting as the head of Porsche's American operation, the new building will feature a technical training centre, a classic car restoration and display area, and a restaurant, as well as a Porsche Experience Centre with a 1.6-mile test track.

Total 911 would like to place on record our thanks to Nick Scrivener whose 997.1 GT3 RS featured on our GT3 RS head-to-head in issue 110.



Historika to open metal works department



UK-based classic Porsche 911 specialists Historika have launched a new in-house metalwork department. One of the toughest skills associated with classic car restoration, it will work with all manner of bodywork, from small rust repairs to shell modifications.

Overseen by Jamie Clark, a man with ten years of experience in the field (seven with renowned specialists Sportwagen), the

new department will ensure that "we can guarantee quality control," according to co-founder Nick Morfett.

Historika, based four miles from the centre of Ipswich in Suffolk, will prepare 911s to full concours d'elegance standard, and specialise in early 911s (predominantly short-wheel base cars). For more information about their range of services, contact Historika via info@historika.com.

911 in Motorsport

The latest news and results from racing series around the globe



Q&A with Alexandre Imperatori

After doing much of his Porsche racing in Asia, Total 911 sits down with the 2012 Carrera Cup Asia champion to talk about his 2014 VLN campaign with Team Falken

You scored a podium on your VLN debut. Did you expect to be so quickly on the pace?

I never expected to get a podium for my debut with Falken! Going into the weekend, my aim was to do a solid job, learn the car, learn the track, learn the tyres and most importantly bring the car back in one piece.

Do you like racing on the Nordschleife? If yes, what is the attraction?

I absolutely love racing on the Nordschleife. The circuit is not just full of history; it is also an amazing roller coaster for race drivers, and it is so unique in the world. It's a very difficult track – very fast and flowing, but with no room for error.

Most of your GT racing is in Asia. How does it compare to the VLN Series?

Car racing in Asia is just starting to emerge compared to Europe, where the motorsport culture is very old and deep. However, most car manufacturers are now also heavily investing in Asia, and we now see stronger championships as a result.

*Updates for Alexandre and Team Falken in VLN 2014 can be found at Total911.com.



British GT round one report

Mixed fortunes for Trackspeed Porsches at Oulton Park

The opening round of the 2014 British GT Championship at Cheshire's Oulton Park provided a weekend of highs and lows for Trackspeed Racing, the sole remaining Porsche team after Motorbase made the switch to Aston Martin.

The meeting started badly after the 997 GT3R of new pairing Jody Firth and Warren Hughes was written off during the second free practice session, an innocuous spin at the first chicane leaving Firth perched atop the tyre barriers. After pleading with officials to stop the session, the BMW Z4 of Lee Mowle spun in the same place, making heavy contact with the Porsche's front.

Trackspeed's team worked through the night to prepare the no 12 911 for the two hour-long races.

However, the car's bad luck was to continue after contact with the same McLaren in both races curtailed their efforts prematurely.

Thankfully, the no 33 Demon Tweeks-supported Porsche of Jon Minshaw and Phil Keen enjoyed a more successful weekend. After a tenth place finish in race one, Minshaw and Keen went on the attack in race two. Starting in 12th, Keen made up a raft of positions in the first half of the race before handing over to Minshaw. The amateur racer then closed in on the race leader during his stint, setting up a grandstand finish on the final lap. While not able to find a way through, Minshaw's performance was admirable, crossing the line less than 0.5 seconds behind the victorious Ecurie Ecosse BMW.

Supercup outing for Patrick Dempsey

2013 saw the Porsche Mobil 1 Supercup attract world-class guest drivers in the form of nine-time World Rally champion Sébastien Loeb and multiple Le Mans-winner Emanuele Pirro. This year, however, the premier one-make 911 series will feature actor Patrick Dempsey, after the American was announced as the guest driver at the Hockenheim round in July.

Dempsey is excited about taking on the Supercup's short sprint race format. "It's a huge honour for me," he enthused. "I normally tackle endurance events with my teammates, and that's why I'm particularly excited to compete in an out-and-out sprint race. I'm hoping to pick up a trick or two from the experts here."

In addition, Dempsey is continuing his racing efforts in the GTD class of the Tudor USCC, continuing the association with the Porsche 911 that he started after joining the Weissach fold in 2013.



Motor racing in 2014

May	May - June	June
Porsche Supercup Monte Carlo 22-25 May Ben Barker will be in action around the famous streets of the French principality	USCC Belle Isle Detroit 30-31 May Porsche North America Racing head to Motor City for round five of the 2014 season	British GT Silverstone 31 May – 1 June The longest British GT race of the season takes place on the Arena Grand Prix layout
		24 Hours of Le Mans 14-15 June Both the 919 Hybrid and 911 RSR squads will be battling it out twice around the clock
		Porsche Supercup Austria 20-22 June The Supercup visits Austria for the first time since 2003, when Stéphane Ortelli was champion
		British GT Snetterton 21-22 June Trackspeed will have their pair of 997 GT3Rs out for two one-hour encounters

Total 911's racing columnists



The Supercup driver: Ben Barker

As you read this, I will be in Monaco for the second round the 2014 Porsche

Mobil 1 Supercup – it's a tough life, I know! It'll be a completely different experience to the opening round of the European Le Mans Series at Silverstone, where I was driving for Gulf Racing in their 997 GT3 RSR. It was a tricky debut weekend, as the car is new to the team, and as a 2011-spec RSR, it hasn't got the full update package on it. We just struggled a bit for overall pace really.

Adam Carroll (one of my teammates) is a very well-established racer, and I know my way around a Porsche pretty well, so it was tough to be two seconds off the front runners. However, we're looking to do something about that – we've got a plan up our sleeves!

Our other teammate Mike Wainwright did a good job of being consistent during his stint, but he is still getting up to speed, so there is a little bit more work to do there. I'm helping him unlock his potential (without stepping too much on Adam's advice), as the coaching side is something I enjoy.

This issue, Ben talks about his ELMS debut and sheds some light on the work of a driving coach

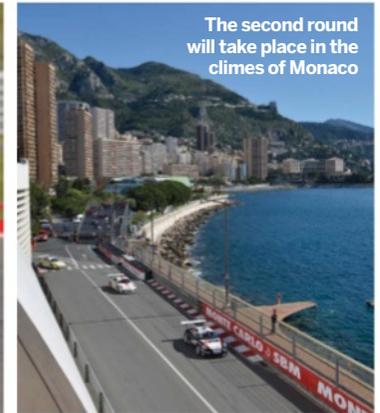


Ben in action at Silverstone in the opening round of the European Le Mans Series

I've only got a handful of clients (three or four guys, who I teach all the time). I enjoy teaching them, and at this stage in my career I need something to pay the rent. But I'd like to think that even when I don't need to coach, I would still do it. I don't sit in the car with my clients, as I don't see the benefit. Instead, I work with the data and onboard video to look at how to make my drivers faster. I'll

set a 'data' lap in the morning to make sure the car is okay, then I'll help them get closer to that time by breaking the process of improving their technique.

I myself don't use a coach. Instead, I get some tips from [Aston Martin works driver] Darren Turner, and I work closely with my engineer, as a good engineer is invaluable just by looking at the facts on a data trace.



The second round will take place in the climes of Monaco



The Carrera Cup driver: Josh Webster

I've won my first Carrera Cup race, and I'm sure, to the spectators at Donington Park and on TV, it must

have been pretty entertaining. Coming in from first place to pit for wet tyres was bold, but it worked and gave me a 50-second advantage. It was a cool feeling, especially as I haven't won since my Formula Renault days, so it was also a little bit emotional.

I think I could have stayed on slicks and still won, as people were sliding off everywhere, but these cars are really sensitive to track conditions, so as soon as it started getting damp I was sliding everywhere myself. It was horrible in the pitlane as the pitstop takes about a minute and I could see the other cars flying by. My Redline Racing team did a great job, even though they didn't know I was coming in as we don't have radios.

Away from the race track, I've been travelling all over the country for the launch of the new Porsche Macan, which is a really great-looking car. I've pretty much been at a different OPC every night, which has been really tiring, but Porsche gave me a new Panamera to do the journeys in, so that was amazing!

Josh looks back at this first Carrera Cup victory and the rest of his month



Josh won his first Carrera Cup race at Donington

It's been great to see my 911 GT3 Cup car on display and talk to other Porsche fans. It's like a big family, as these people have some great stories to tell, and lots of them have some amazing cars in their collections. It was a great experience.

I've also been enjoying my new Cayman thanks to Porsche Retail Group, who are one of my partners. It's white with 20-inch Carrera S wheels in satin platinum, as well as a BOSE sound system and sports exhaust. I can't wait to drive it to my race meetings this year, and hopefully return with more trophies in the passenger seat!

Carrera Cup roundup

Carrera Cup GB

Defending champion Michael Meadows took a commanding lead in the Carrera Cup GB after another fine double win at Thruxton from two pole positions in qualifying, twice beating **Total 911** columnist Josh Webster into second place. Meadows has now won three races from six this season after picking up his maiden victory in the previous meeting at Donington.

Carrera Cup Asia

Austrian racer Martin Ragginger inherited a first win of 2014 after Earl Bamber was excluded from race one in Shanghai. Bamber had led from pole in the opening encounter of round two, only to see his car omitted due to a technical infringement. Behind, Ragginger once again came second on the road after battling back from an early mistake, with Bamber taking third place.



The factory driver:

Nick Tandy

gives his views from beyond the pit wall



Nick made his first appearance in the FIA Endurance Championship



Mastering the art of endurance racing

Nick Tandy looks ahead to Le Mans and discusses the importance of coping with traffic

Since switching to GT racing, I've been lucky enough to race in numerous international sports car championships, and Silverstone's six-hour event marked my first foray into the FIA World Endurance Championship. As part of Porsche Team Manthey's Le Mans squad, it was a great experience, made even more special by the fact that it was my home race.

I had a lot of interest from my friends, fans and the media, so it was completely different to the atmosphere I would expect at any other WEC race, but I was really impressed with the way the championship gave people access to the pits and the grid walk. There were a lot of excited fans over the weekend, which is exactly what we want for our sport. It's great to see people smiling and sharing your passion.

Silverstone is not typically one of our better tracks, but as it turned out it went really well, with a Porsche 1-2 finish. Unfortunately, on a personal level the result was a little disappointing. Our #91 team had worked hard for five-and-a-half hours to be leading the race, and we were looking good for the victory, but we were caught in the pitlane when the safety car was deployed for heavy rain.

The race never went green again, and we dropped behind our sister car.

We are definitely in with a chance ahead of Le Mans, though. The car has proved competitive, and we're normally strong as a team (and Porsche as a manufacturer) at Le Mans. However, we've still got one of the newest cars in the field, and things still break – as happened to the #912 car at Daytona – but it definitely helps that we've already done the '36 Hours of Florida', as we called it at the start of this year.

It will be a huge battle between four manufacturers for 24 hours, and anything can happen. Ferrari were fast at Silverstone, and I expect Aston Martin to be very strong at Le Mans. Corvette's new car has been super impressive in the first few races of the TUSCC in the US – how the car will run in low-downforce Le Mans trim we will find out in June.

One of the key factors will be dealing with traffic, the management of which is a key part of multi-class endurance racing. Just as in the LMPI class, traffic can make or break your race in GTE-Pro (or GT Le Mans, as it's known in the US). As a team, it is something we put a lot of emphasis on, as a small mistake can cost you a lot of time.

In the FIA WEC races, it isn't just about dealing with the slower GTE-Am class drivers, but also knowing how to safely and efficiently let the LMPI cars through. Luckily, the new hybrid rules this season mean they are much faster out of the corners, causing fewer problems.

Compared to the Tudor Championship, traffic in the WEC is relatively simple. At Sebring, for example, we had over 60 cars on the circuit, compared to just 27 at Silverstone. What's more, in the TUSCC, the GTLM, GTD and LMPC cars aren't that different in straight-line speed, meaning that it can be pretty interesting in the corners. The whole traffic aspect is something I enjoy, though. Whether you're fighting through the slower cars, or you're trying to lose a little time letting others by, it gives you an opportunity to make up time or positions on the people you are actually fighting with in your class.

The Corvette guys have a radar system in their car that helps with traffic, and it looks mega. It looks very good for anticipating where other cars are thanks to its use of flashing, coloured symbols. It's definitely something we're looking at. But for now, we're relying on our mirrors and judgement.



Porsche Fixed Price Maintenance. The quality you'd expect, a price you wouldn't.

Whether it's a new set of brake pads or a replacement clutch, rest assured that with our new fixed price tariffs for a range of maintenance jobs on selected Boxster and 911 models* it doesn't have to be a balancing act between quality and cost. Our Porsche accredited technicians are trained to the very highest standards and only use the precise tools and genuine parts required to do the job to the standard your car deserves.

Get the best of both worlds with fixed price maintenance from Porsche.

For more information visit www.porscheownerservices.co.uk



PORSCHE

Porsche Centre Aberdeen

0845 5202165
/aberdeen

Porsche Centre Belfast

0845 5202166
/belfast

Porsche Centre Bolton

0845 5202167
/bolton

Porsche Centre Bournemouth

0845 5202168
/bournemouth

Porsche Centre Bristol

0845 5202169
/bristol

Porsche Service Centre Byfleet

0845 5202198
/byfleet

Porsche Centre Cambridge

0845 5202170
/cambridge

Porsche Centre Cardiff

0845 5202171
/cardiff

Porsche Centre Chester

0845 5202172
/chester

Porsche Centre Colchester

0845 5202173
/colchester

Porsche Centre Dublin

00 353 1235 3375
www.porschedublin.ie

Porsche Centre East London

0845 5202174
/eastlondon

Porsche Centre Edinburgh

0845 5202176
/edinburgh

Porsche Centre Exeter

0845 5202177
/exeter

Porsche Centre Glasgow

0845 5202178
/glasgow

Porsche Centre Guildford

0845 5202179
/guildford

Porsche Centre Hatfield

0845 5202180
/hatfield

Porsche Centre Jersey

0845 5202175
/jersey

Porsche Centre Kendal

0845 5202181
/kendal

Porsche Centre Leeds

0845 5202182
/leeds

Porsche Centre Leicester

0845 5202183
/leicester

Porsche Centre Mid-Sussex

0845 5202185
/midsussex

Porsche Centre Newcastle

0845 5202186
/newcastle

Porsche Centre Nottingham

0845 5202187
/nottingham

Porsche Centre Portsmouth

0845 5202188
/portsmouth

Porsche Centre Reading

0845 5202189
/reading

Porsche Centre Sheffield

0845 5202190
/sheffield

Porsche Centre Silverstone

0845 5202191
/silverstone

Porsche Centre Solihull

0845 5202192
/solihull

Porsche Centre Sutton Coldfield

0845 5202193
/suttoncoldfield

Porsche Centre Swindon

0845 5202194
/swindon

Porsche Centre Tonbridge

0845 5202195
/tonbridge

Porsche Centre West London

0845 5202196
/westlondon

Porsche Centre Wilmslow

0845 5202197
/wilmslow

*Participating centres only. Fixed price maintenance tariffs apply to Boxster Type 986 (1996-2004) and selected 911 Type 996 (1998-2005) models only. Fixed price maintenance tariffs may be withdrawn or varied at any time. Contact participating centres for full details, terms and conditions.



Porsche lifestyle

Total 911 brings you some of the best Porsche components with this collection of essential upgrades

Öhlins Road and Track damper kit £2,428.99

Swedish suspension guru Öhlins are the last word in providing excellent cornering grip, and now their expertise can be added to your Porsche 911. Their Road and Track suspension kit features these beautifully machined carbon steel dampers, as well as coil springs and all necessary fittings. The single-adjustable dampers mean that making bump and rebound adjustments is as easy as turning a dial, while the adjustable spring platforms also allow ride height to be adjusted. The 997 GT2/GT3 kit is pictured, but 996 models and 997 Carreras are also catered for.

www.design911.co.uk



MOMO Prototipo steering wheel £138.33 exc VAT

One of the first things that Magnus Walker does to his 911s is fit a MOMO Prototipo steering wheel, and we can see why. This 350mm-diameter unit is jaw-droppingly beautiful, and the perfect accompaniment to a vintage Porsche. The Prototipo is surprisingly light, while the black leather rim (complete with contrasting stitching) is a joy to hold. For an even more retro look, a silver-spoked version is also available.

www.merlinmotorsport.co.uk

Wavetrac G50 differential £1,225

While other automatic torque-biasing units act like an open differential when there is low or no axle load, the Wavetrac unit uses a special cam system to create internal friction. This allows the differential to bias torque effectively, ensuring excellent traction and improved cornering feel. The G50 unit pictured here is Regal Autosport's most popular differential, fitting G50 gearboxed 911s, as well as 996 and 997 GT2s, GT3s and Turbos. Installation costs £395, including oil and a lifetime warranty.

www.regal-auto.co.uk





TBWA\PARIS

IT ALL STARTS WITH MICHELIN TYRES.

▶ **DISCOVER INSIDER STORIES WITH MICHELIN AT:**
HIGH-PERFORMANCE.MICHELIN.CO.UK

New Porsche Macan fitted with new MICHELIN Latitude Sport 3 tyres. Ready for ignition.

First times mean a lot – like your first encounter with a new car. So for an unforgettable ride, Porsche chose the new MICHELIN Latitude Sport 3 as the very first tyre homologated for the new Porsche Macan.

It was a case of natural selection. Porsche and Michelin have been inseparable technology partners for five decades. They understand each other. Since 2002, when Michelin began to develop tyres with

Porsche for its SUVs, the focus has been on the driving sensation.

For the driver, it's more than a feeling. It's the quiet satisfaction of that perfect combination. With the new reference in SUV tyres, the MICHELIN Latitude Sport 3.



Get more out of driving with **MICHELIN Latitude Sport 3** tyres. Thanks to MICHELIN Total Performance, you can enjoy greater control, dynamic safety and a host of other performance factors together in one tyre.

MICHELIN & PORSCHE:



50 YEARS of teamwork



3 GENERATIONS of Cayenne tyres



12 YEARS of joint SUV experience



Views

Your letters, emails and tweets

Contact
Total 911



Facebook
/total911magazine



Twitter
@Total911



Email
editorial@total911.com



@total911

Here's the best photos we've tweeted this month:

Thoroughly enjoyed the drive in these today: 3.2 CS, SSE & G50'd Carrera – coming soon to T911!



Letter of the month

Write to or email us with your Porsche opinions and the author of the letter of the month will receive a complimentary copy of the special **Total 911 Collection Volume 2** bookazine worth £9.99!



WIN!
The Total 911
Collection
bookazine

25th Anniversary 911



into the trunk area. Other distinctive features included 6x16-inch and 8x16-inch Fuchs wheels with spokes painted to match body colour; an original-style Turbo rear spoiler with matching front spoiler; and a Porsche Exclusive, stitched Silk grey leather console housing an outside air temperature gauge, a cassette or CD holder and a short-throw, leather-booted with Silk grey leather knob shifter. All of these features were described in a very attractive four-page brochure produced by Porsche Cars North America in 1989.

These rare 25th Anniversary 911s are not well known in the US either, but you making mention of them will no doubt increase your readers' familiarity with them.

Thank you,

Jeff Lewis, Newport Beach, CA

You're right, it's not a 911 we've come across before, but it's something very special as a US-only car and no doubt Porsche's way of thanking what has always been a huge market for the manufacturer. Further research has found the car is a certified 'Anniversary Edition', unlike the 'Commemorative' 3.2 to mark 250,000 911s.

Dear Sir,
Congratulations on your excellent article on the 30th, 40th and 50th Anniversary 911s in issue 112. Typically of **Total 911's** recent work, it was well written and beautifully photographed.

However, you failed to include the very first 911 anniversary model, the 1989 911 Carrera 3.2 25th Anniversary Edition. These 500 cars were only sold in

the US Market, which might explain your unfamiliarity with them. Of the 500 produced, 300 were Coupes and 200 were Targas. 240 Coupes were painted silver Metallic, while only 60 were painted Metallic black. Attached is a photo of my Metallic black Coupe.

All 500 cars were equipped with Silk grey supple leather upholstery (with contrasting black piping) and matching Silk grey velour carpeting, which extended



Win an Eibach chassis tune

If you've been looking to improve your 911's handling and stance then our latest competition is tailor-made for you.

Total 911 has teamed up with global suspension experts Eibach to offer one lucky reader the chance to win not just one Eibach kit, but three.

Eibach are providing a set of Pro-Kit springs, along with their aluminium wheel spacers and a set of Eibach antiroll bars. The components will be fitted by the expert technicians at Demon Tweeks, who will also make sure your wheel alignment is perfect in their state-of-the-art workshops in Wrexham, UK.

The Pro-Kit springs, wound from the same race-quality steel as Eibach's F1 springs, will provide a subtle 20-30mm of lowering for your 911, improving handling while maintaining excellent ride comfort. The aerospace-grade wheel spacers are available in a variety of widths and PCDs, allowing your track to be perfectly modified no matter what 911 you own. With their hubcentric fitment, they can also be used to for the ideal fit with aftermarket alloys.

Finally, the Eibach antiroll bar selection will allow you to dial your 911's handling in so that it matches your preferred handling characteristics, whether you want your Porsche to be a track weapon or the perfect B-road blaster.

To be in with a chance of winning this incredible prize, head over to www.eibach.com to find out the answer to this simple question:

In what year was Eibach founded?

- A. 1951
- B. 1971
- C. 1991

Send your answer to competitions@total911.com with 'Eibach' in the subject line. We will also need your name, postal address and the year and model of your 911, along with any chassis modifications it may already have fitted. The closing date is 18 June 2014. Please note, this competition is only open to UK residents. The Editor's decision is final.

Have you driven a great road lately? Head over to total911.com/category/great-roads and upload your route now.



The 1967 911 S – utterly gorgeous ahead of our photoshoot today:



My performance icon

Dear Sir,
Thanks in part to issue 107 of Total 911, after ten years of Boxster ownership, I bowed to the pressure on me to get a sensible family car. So, I bought a 996! I was tempted by its low mileage, low ownership and full Porsche history, but the car needed some TLC, and I was not keen on pink carpet. Many hours later, the carpet had been replaced, and a few

other jobs had been completed too. The result is my perfect family vehicle, all for just £10,000.

Best regards,
[Steve, via email](mailto:Steve@total911.com)

We're glad you enjoyed the 'Performance Icons' feature, especially as it has led you into 911 ownership. We hope you enjoy the new car – keep us posted on progress!

Total 911 number plate

Dear Sir,
I'm loving the magazine, and I thought you might like a picture of my Total 911 Porsche: T911 POR.

Best regards,
[Stuart Trueman, via email](mailto:Stuart@total911.com)

An excellent numberplate; we thoroughly approve.



Mixed model years

Dear Sir,
I always enjoy reading your magazine. 'The Small Wonder' article in issue 112 had an exceptional flavour to it. But I take issue to your reference with the fourth point down the timeline: 1974.

The S was established as a 2.7-litre car with CIS fuel injection with the G-Series in 1973, not with the H Series in 1974 (which

was for the 1975 model year).
Best regards,

[Alex Ford, via email](mailto:Alex@total911.com)

It's a confusing part of Porsche's nomenclature, but while the G Series was produced in 1973, it was for the 1974 model year. This is something we hope to clarify in our revamp of the Data file section soon.

Ask the expert

Need technical 911 advice from an expert? Get in contact:



Facebook
[/total911magazine](https://www.facebook.com/total911magazine)



Twitter
[@Total911](https://twitter.com/Total911)



Email
editorial@total911.com

Dear Sir,
I'm the owner of a 2005 996 GT3 (Gen2), and I often take the car on trackdays to stretch its legs. I had been running Michelin PS2s, but I've recently swapped to a set of Yokohama AD08Rs.

The car didn't feel quite as planted during my first session with the new tyres, so I checked the suspension after the session (which all looked all right). Do I need to get my car set up to get the best out of the Yokohamas, or is there a more major problem, such as my dampers needing a rebuild?

Best regards,

[James Prowley, via email](mailto:James@total911.com)

Steve McHale, Technical Director at JZM Machtech, the UK's premier 911 GT3 specialist, has this to say: "GT3s require the suspension to be set for the track in order to get the best from the tyres. This is absolutely critical, as it will make the car easier to drive and as a result faster, but there is more to it than just geometry. Without being able to

check the condition of the car's suspension component it's impossible to say if it needs any parts replacing, but with a car of that age, it would not be unusual to find soft or leaking shock absorbers, split wishbone bushes, incorrect ride height or a very tired limited-slip differential. The standard spring damper rates are a compromise, too – usable, but not ideal, and can be greatly improved upon.

"The feel will change when new tyres are fitted. Michelin PS2s are road tyres, whereas Yokohama AD08Rs are more like Michelin Cup tyres, and will therefore have more grip in corners. Pressures will need correcting as the heat builds in the tyre; grip will improve on any track tyre once it's been heat cycled.

"Setting the suspension allows the weight to roll onto the tyre, making the footprint bigger in corners rather than smaller. Setting the rear geometry and LSD performance will keep the car in a straight line under hard braking. Making cars fast and easy to drive on the track is about getting the best from the tyres – they're the only thing between the car and the road."

Imagine Publishing Ltd
Richmond House,
33 Richmond Hill
Bournemouth,
Dorset, BH2 6EZ
☎ +44 (0)1202 586200
www.imagine-publishing.co.uk
www.total911.com
www.greatdigitalmags.com

Magazine team

Editor Lee Sibley
lee.sibley@imagine-publishing.co.uk
☎ 01202 586291

Senior Staff Writer Josh Barnett

Senior Designer Steven Mumby

Production Editor Steve Wright

In-house Photographer James Sheppard

Senior Art Editor Helen Harris

Publishing Director Aaron Asadi

Head of Design Ross Andrews
Contributors

Richard Aucock, Ray Chandler, Iain Curry, Alisdair Cusick, Kieron Fennelly, Maxie Islam, Richard Klevenhusen, Tony McGuinness, Joel Newman, Sean Parr, Ben Przekop, Daniel Pullen, Gina Purcell, Paul Ralhan, Chris Randall, Glen Smale, Rob Clarke, Magnus Walker, Phil Steinhardt

Cover image

Alisdair Cusick

Advertising

Digital or printed media packs are available on request

Advertising Director Matthew Balch

☎ 01202 586437
matthew.balch@imagine-publishing.co.uk

Head of Sales Hang Deretz

☎ 01202 586442
hang.deretz@imagine-publishing.co.uk

Advertising Manager Alex Carnegie

☎ 01202 586430
alex.carnegie@imagine-publishing.co.uk

International

Total 911 is available for licensing. Contact the International

department to discuss partnership opportunities

Head of International Licensing Cathy Blackman

☎ +44 (0) 1202 586401
licensing@imagine-publishing.co.uk

Subscriptions

Head of Subscriptions Gill Lambert

email 911subs@servicehelpline.co.uk

UK: ☎ 0844 249 0463

Overseas: ☎ +44 1795 414 886

13 Issue subscription UK – £52.65

13 Issue subscription Europe – £60.00

13 Issue subscription ROW – £70.00

Circulation

Head of Circulation Darren Pearce

☎ 01202 586200

Production

Production Director Jane Hawkins

☎ 01202 586200

Founders

Group Managing Director

Damian Butt

Group Finance & Commercial Director

Steven Boyd

Printing & Distribution

Printed by **Wyndeham Heron Ltd**, Bentalls Complex,

Colchester Road, Heybridge, Maldon, CM9 4NW.

Tel: 01621 877777

Distributed in the UK & Eire by: **Seymour Distribution**,

2 East Poultry Avenue, London, EC1A 9PT.

Tel 0207 429 4000

Distributed in Australia by: **Gordon & Gotch Corporate Centre**,

26 Rodborough Road, Frenchs Forest, NSW 2086.

Tel + 61 2 9972 8800

Distributed in the Rest of the World by: **Marketforce**,

Blue Fin Building, 110 Southwark Street, London, SE1 0SU.

Tel 0203 148 8105

Disclaimer

The publisher cannot accept responsibility for any unsolicited material lost or

damaged in the post. Total 911 is independent of Porsche AG.

All text and layout is the copyright of Imagine Publishing Ltd. Nothing in this magazine

may be reproduced in whole or part without the written permission of the publisher.

All copyrights are recognised and used specifically for the purpose of criticism

and review. Although the magazine has endeavoured to ensure all information is

correct at time of print, prices and availability may change. This magazine is fully

independent and not affiliated in any way with the companies mentioned herein.

If you submit material to Imagine Publishing, you automatically grant Imagine

Publishing an irrevocable, perpetual, royalty-free license to use the images across its

entire portfolio and to deliver the material to existing and future clients, including but

not limited to international licensees for reproduction in international, licensed editions

of Imagine products. Any material you submit is sent at your risk and, although every

care is taken, neither Imagine Publishing nor its employees, agents or subcontractors

shall be liable for the loss or damage.



© Imagine Publishing
Ltd 2014
ISSN 1746-6130



When you have finished with
this magazine please recycle it.



LEGEND

OF THE 3.2 CARRERA

Of all the classic 911s, the 3.2 Carrera represents the best entry-level model – for now. Total 911 investigates the merits of this perennial idol in its 30th year of existence

Written by **Kieron Fennelly** Photography by **Alisdair Cusick**





As well as having a cleaner and more powerful engine, the 3.2 was lavished with improvements aplenty over the SC, including new seat fabrics and trim



The origins of the 3.2-litre Carrera emanate from the G-series production program of 911, the start of the so-called impact bumper model that appeared in 1974.

Wolfgang Moebius skilfully melded the mandatory federal bumpers with the 911's ageing silhouette.

The new look – the first significant change to the 911's styling in 11 years – was initially a shock to most, but after a year or two, as Karl Ludvigsen famously observed, “It was as if the 911 had always been like that.” Over the next decade, the 911 would undergo only detail changes. In 1978, the range was reduced from 911, 911S and Carrera models to just one: the 2,994cc 911 SC. The Turbo used the larger 3.3-litre engine, Porsche's rationale being to concentrate on the transaxle model, the

Car of the Year award-winning 928 and the entry-level 924.

Having launched the 2.7-litre RS and 911 Turbo, CEO Ernst Fuhrmann decreed that production of the 15-year-old 911 would end in 1982. This was logical – the 911 as he saw it couldn't go on selling ad infinitum, but this was to be a gross underestimation: the 911 was the very image of Porsche, and sales were not declining significantly. Isolated in his view, Fuhrmann fell out with the board and left the company in 1980.

The new man at the helm, Peter Schutz, quickly recognised that the 911 was Porsche's cash cow. One day in Helmut Bott's office, he famously – and rather theatrically – seized a felt tip and extended the production graph of the 911 right off the chart and across the wall. The 911 was reinstated and an

updated version rapidly conceived. This was the genesis of the 3.2 Carrera.

Launched for the 1984 model year, the new Carrera 3.2 was ostensibly the same car as its predecessor, the SC – hardly surprising for a car barely 18 months in development and at a time when Porsche had other major engineering projects underway, notably the twin-turbo 4x4 959. Nevertheless, the 3.2 offered worthwhile improvements, the biggest of which was under the engine lid. The new 3,164cc flat six featured the 95mm stroke of the Turbo with the SC's 74.4mm bore. It used the latest digital Bosch fuel injection, which had a fuel cut-off on overrun and endowed the new flat six with a more stable idle.

Better engine management increased efficiency, enabling a compression ratio of a then-heady 10.3:1, and despite a 40 kilogram weight increase, the 3.2 offered not only improved acceleration and top speed over the SC, but ten per cent better mpg. The noticeable difference was in torque: the extra capacity meant the power was felt to be 500rpm lower than the SC's. As a result, Porsche was able to make the top two ratios higher, enhancing refinement and economy. Minor revisions to chassis, suspension and brakes were capacity upgrades commensurate with the 3.2's greater power and weight. Nevertheless, the latest 911 was still a conservative car, and its torsion bar suspension was already archaic. Peter Falk has said that the engineers had long wanted to redesign

3.2 Carrera in figures

Coupe 35,317 (includes 350 Clubsport)

Cabrio 19,987

Targa 18,468



Total built 84-89
73,772



Model Year	Carrera 3.2 (1984-89)
Engine Capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231bhp @ 5,900rpm (with catalyst 204bhp 84-86, 217bhp 87-89)
Maximum torque	284Nm @ 4,800rpm
Transmission	Five-speed manual transmission; hydraulic clutch and cone synchromesh from MY87
Suspension	
Front	Strut/damper unit and torsion bar
Rear	Torsion bar and semi-trailing arms
Wheels & tyres	
Front	7x15-inch Fuchs; 195/65/15 tyres
Rear	8x15-inch Fuchs; 215/60/15 tyres
Dimensions	
Length	4,291mm
Width	1,650mm
Weight	1,210kg
Performance	
0-62mph	5.6 secs
Top speed	148mph



While most 3.2s feature a rear spoiler, tail delete was also an option for the Eighties 911, with these models commonly referred to as 'flat backs'

Although a rich leather trim was the popular choice for the 3.2's seats, some chose option 989: left and right Sport seats in cloth, with 'Porsche' print

“The 3.2 offered
**worthwhile
improvements** over the SC”



Timeline of the 3.2

- 1984**
The 3.2 Carrera replaces the 3.0-litre SC. The 3.2's electronically managed flat six produces 231bhp. Available in Coupe, Cabriolet and Targa form.
- 1985**
Interior overhauled to include four-spoke steering wheel, central locking, heated screen washers and electric front seats. The aerial was also incorporated into the windscreen.
- 1986**
A catalytic converter appears on the exhaust system of the 3.2 Carrera.
- 1987**
The 915 gearbox is replaced by the G50 Getrag unit.
- 1987**
189 examples of the 3.2 Carrera Clubsport are made, providing a weight saving of 50kg over a G50-clad 3.2 Carrera.

Battle of the gearboxes: 915 v G50



Know your gearboxes: reverse gear on the G50 unit is left and up, while an out and right swing is required to engage the rearward gear in the 915

The 1987 model year brought a significant change for the 3.2 Carrera: Porsche installed a new five-speed gearbox from Getrag, the G50, to replace its own 915. The reason for this was torque capacity: the 280Nm of the new 3.2 motor were deemed the maximum the 915 could tolerate through its lifetime. But by the middle of the decade, the 911 had put on weight. With a sunroof, rear wiper, air conditioning and sports seats, the 3.2 could cross the scales nearer 1,300 kilograms. Rated at over 540Nm and ultimately cheaper to manufacture, the G50 also enabled Porsche to dispense with the gearbox oil cooler it fitted to 915-equipped 3.2s. At the time, the switch from the famous Porsche synchromesh system to a conventional mechanism was seen as a progressive move.

For years, the received advice has been to avoid cars with the 915 gearbox because the shift can be recalcitrant. **Total 911** reader Eric Kwiatkowski's experience with his 1982 SC was typical: "The gearbox was hopeless. It balked unpredictably – in other words, the lever wouldn't go through the gate to engage first or second."

The 915 gearbox was a classic Porsche product: destined above all for competition use, it was assumed that users would understand its principles and always change gear by fully depressing the clutch and not force the lever on cold start up. Porsche synchromesh was amazingly quick. Its purpose was racing: it was said that at Le Mans, Pedro Rodriguez could go from second to third so fast he had the

car on full throttle 40 seconds longer during his stints than his co-driver. The problem today is that modern gearboxes have changed shift habits, as Russell Lewis of RSR Engineering explains.

"The Porsche system uses a sliding sleeve to compress the synchromesh, but to disengage the drive you must push the clutch down to the floor. We have long got out of the habit of doing that on modern gearboxes, and on the 915 if you don't there's always a drag of 5-10bhp on the synchro, and this wears it out. Then you get reluctance to engage and graunching, especially in the lower gears as the selector hits spinning teeth. The G50 is an entirely different construction, with conventional synchromesh cones that also wear, but in doing so they tend not to lose their cone profile, so the synchro remains effective longer. Add to that the G50 model's self-adjusting hydraulic clutch, which helps ensure that changes are clean, and you can see why a G50 gearbox doesn't deteriorate in the same way."

Today, plenty of 915s have now been rebuilt, so should function acceptably. Refurbishment for road (as opposed to racing) use can cost around £2,500. The 915 is the purist's choice: lighter and more in character with the classic 911. The G50 is more practical, and of course these models are younger. But as all 3.2s are 25 years or older, when buying chassis, body condition – rather than the gearbox – should be the first consideration.



1988

875 special edition 3.2 Carreras produced to celebrate 250,000 overall 911 sales. These were diamond blue metallic, with Ferry Porsche's signature stitched into the headrests.

1988

Fuchs wheels become standard equipment on the 3.2 Carrera, replacing the telephone dial wheels.

1989

The 3.2 Carrera is given a final hurrah with production of the 3.2 Speedster before the Type 964 is released.

Thanks

Total 911 would like to thank independent Porsche specialist Paul Stephens for supplying the immaculate 3.2 Carreras in our pictures. Paul Stephens are UK connoisseurs of buying, selling and servicing air-cooled 911s, and have a comprehensive stock list. For more information, visit the website: www.paul-stephens.com or telephone 01440 714101.

the rear axle to improve ride and refinement, but this had to wait until the arrival of the reformed 964 at the end of the decade.

Another result of Schutz's enthusiasm for the 911 was that technical director Helmuth Bott was able to disinter his Cabrio project. There had as yet been no 911 convertible due to problems with chassis rigidity, but 20 years on manufacturing techniques had evolved; Porsche presented a mock-up open 911 with Turbo bodywork at the 1981 Frankfurt Show. The interest shown led to an SC based pre-series and much positive feedback, so when the 3.2 was launched the range included a convertible 911. Porsche was fully justified: in its first year the Cabriolet sold 5,000 units despite a cumbersome manual hood. A much-praised electrically operated top came with the 1987 model year. The availability of a 911 Cabriolet might have sounded the death knell for the Targa, a striking design which had remained virtually unchanged since its 1966 launch. But such was the following Porsche had built up with this version that by the end of 3.2 production in 1988, almost as many had found owners as the Cabriolet.

Today, there are compelling reasons to consider the 3.2 as the most practical classic 911. Purists complain that it is heavier and less wieldy than the 1,180 kilogram SC, and while this is true, the difference is small. The 3.2, on the other hand, scores with larger capacity, offering more torque and superior engine management, which is also more economical.

An important mechanical advance was proper lubrication of the timing chain tension, now oiled continuously by the engine's pressurised system. Failure of the tensioner bearing through inadequate lubrication could leave owners facing, at best, damaged valves. Maintaining the 3.2 is relatively straightforward, and in terms of accessibility it is the last 911 within the scope of the average DIY owner. Servicing is fairly friendly too: independent specialists Northway Porsche charges £300 for an annual/12,000-mile service, for example.

In the last year or so, the 3.2 has vied with its successor, the 964, in some price brackets. Logic would suggest going for the more recent model, but while offering slightly more performance, the 964 is a more onerous car to maintain, with 12 rather than six-spark plugs and more complex electronics. The 3.2 has a reputation as a particularly robust unit, and regularly serviced cars can go well over 200,000 miles without a top-end overhaul. Many drivers prefer the post-1986 3.2 Carrera, which had the G50 gearbox and a hydraulic rather than cable clutch, as well as better interior ventilation. The key factor when assessing a 3.2, though, is corrosion: a cylinder head rebuild is a quantifiable £3-5,000 depending on how many components are renewed, but if rust has reached the base of the B pillars, repairs could end up exceeding the value of the car.

The Coupe outsold the open models by two to one, and remains the most popular and expensive; ➔



“The Clubsport
was something
of a deletion special”

The Clubsport

The lightened version did not appear until four years into the Carrera 3.2's career, and why it was so under-promoted is a mystery. The premise of the Clubsport was simple: the company acknowledged that some 911 customers were looking for a Porsche without the additional equipment that had been weighing the 3.2 down increasingly since 1984, in favour of an enhanced 'sportiness'.

The Carrera Clubsport launched that year was something of a deletion special. The heavy electric seats were replaced by a pinstriped fabric variety, with the rear seats jettisoned in the RS tradition. The spare wheel was made of alloy rather than steel, wind-up windows replaced electric lifts, there was no sunroof, no radio and of course no air conditioning. Omission of underseal and some sound deadening also saved a few kilograms, as did a simplified electrical loom and lighter starter motor cable. Some of the deletions verged on the perverse – removal, for instance, of the coat hooks and the passenger sun visor.

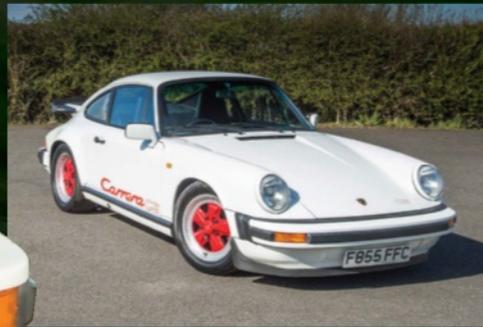
The upshot was a Carrera that was almost 50 kilograms lighter than standard issue. Mechanical modifications were few. Porsche fitted hollow sodium intake valves and raised the rev limit from 300rpm to 6,850rpm, but otherwise the engine was standard, and Porsche claimed the same power and torque output as the stock 3.2. A shorter-shift gearchange was part of the package. The suspension had stiffer damping, and there were harder engine mounts. Road wheels were seven-inch and eight-inch rim alloys.

Contemporary road tests found very little increase in acceleration: *Motor* squeezed the best figures out of it with 0-60mph in 5.1 second and a terminal velocity of 152mph, but the decluttered Clubsport was much more rorty, and combined with a hard suspension was considered more



responsive than an ordinary 3.2. In retrospect, it was very much a marketing department lightweight compared with the road-going 964 RS of 1991, a pure Weissach product. A mere 350 or so were built. Americans could not understand how the austere Clubsport could be sold at the same price as the 3.2, and imported a mere 28. In the UK, priced £3,000 lower than the 3.2, AFN quickly found homes for its allocation of 54 right-hand-drive Clubsports.

Today, the Clubsport is the most sought-after 3.2, but its rarity means it sells for three to four times more. Most are low mileage and have led relatively pampered lives. Driving them today gives a vivid feeling of how good the 3.2 must have felt in its prime, but the CS has become a collectable rather than a usable classic, because originality is critical to justify a going price of £60-70,000 – a sum which opens the door to many other types of 911.



Parts were pared all over the Clubsport, from headlight washers and the passenger sun visor to electric front seats and even the rear seats

The 3.2 SSE – Supersport Equipment

When Porsche launched the 911 Turbo, its unabashed styling and competition-orientated appendages started a fashion. The widened rear wings and whaletail became Porsche symbols, and in a few years independents like Autofarm were doing a trade in customising second-hand 911s with 'Turbo' wings and other 'aerodynamic' features.

The effect was strictly cosmetic, and Autofarm's efforts were typical of an entire upgrade industry that the 911 Turbo had spawned. Porsche itself was profiting, selling high-cost accessories through its Exclusive department, and as buyers looked for higher specifications, Zuffenhausen saw an opportunity to offer a production Turbo-look 911.

Taking the Turbo bodyshell, Porsche established what would later become the Carrera 4S, its most striking, sought after and profitable non-Turbo 911. The Carrera SSE (Supersport Equipment) was indeed that: designed with the lucrative North American market in mind, its leather upholstered cabin was replete with all the

electrical equipment Porsche could fit, from sunroof to air conditioning and top-of-the-range hi-fi, as it was then called. The SSE used the 16-inch Turbo Fuchs wheels, plus suspension and brakes, and was available as a Coupe, Targa or Cabriolet (with electric hood). In the SSE's elevated price bracket, the absence of ABS or power steering, not to mention the lack of auto transmission option, were surprising omissions to any buyers unfamiliar with 911s. This is not to mention the byzantine heater controls of all models, another legacy which betrayed the 911's age.

For many, though, this was part of the charm. Despite a weight penalty of around 100 kilograms over the 1984 3.2, the SSE was no sluggard: *Autocar* recorded 0-60 in 5.6 seconds and managed 148mph. 75 right-hand-drive examples came to Britain, and today they command higher asking prices than the narrow-bodied 3.2, but this is above all a reflection of their (usually) relatively low mileage rather than the price differential when they were new.



the Cabrios tend to cost less, especially the manual hood variety. Cheapest are the Targas, the removable panel perhaps no longer a tight fit after almost three decades of use. Crucial for an open car is the state of the floor, which is vulnerable to water ingress, and the interiors of open cars can suffer at the hands of the elements, too.

According to specialist Paul Stephens, recognition of the 3.2's virtues is now such that £15,000 is now the entry point for a usable example which may need work, and £20,000 buys a well-presented average-mileage car; low-mileage 3.2s can command half as much again.

Darren Anderson of RPM Technik agrees: "The market has been solid for the 3.2 Carrera, though it's strengthened considerably in the last 18-24 months. The G50 gearbox Coupes are the most

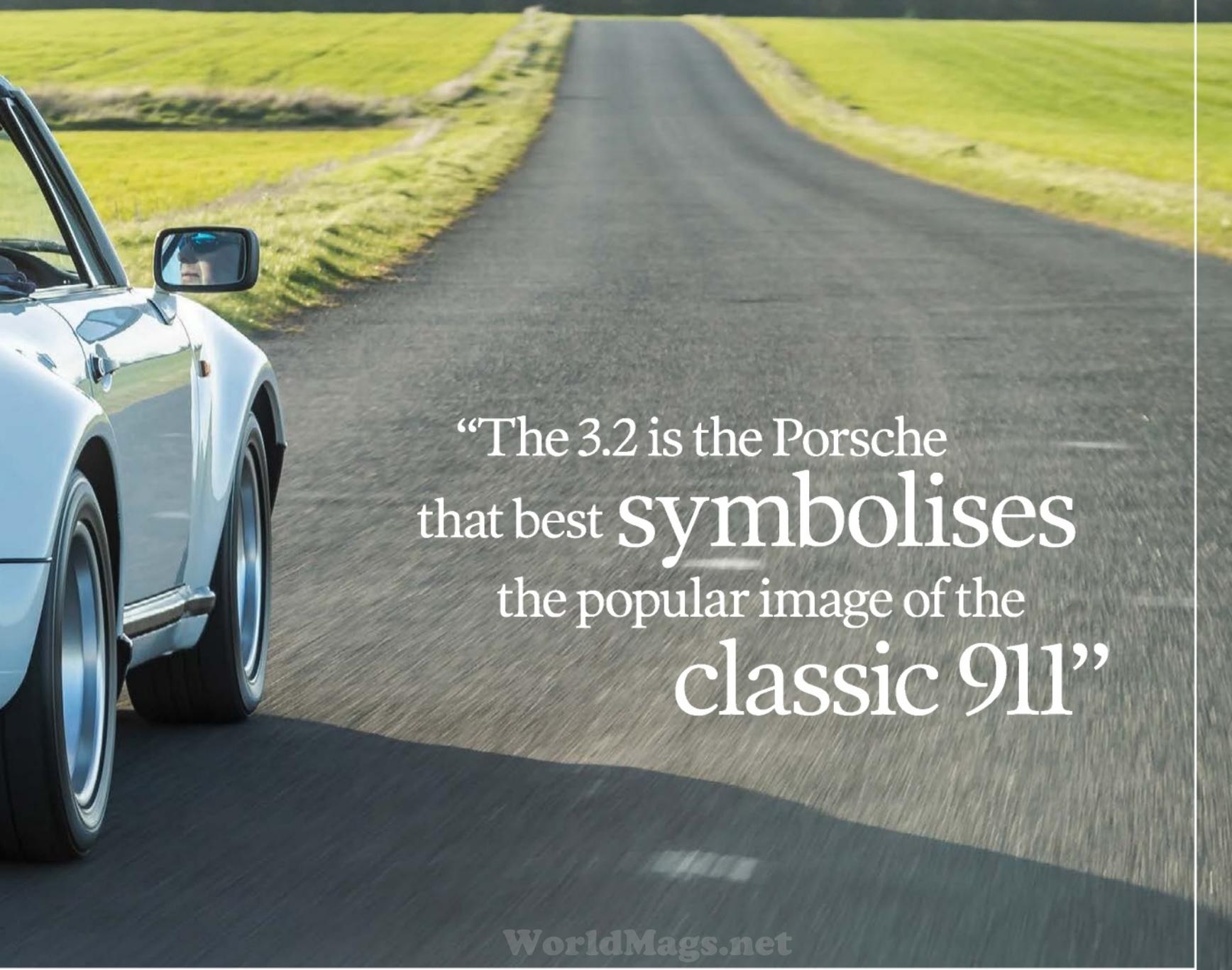
sought-after, representing the final evolution of the 'pure' air-cooled 911 experience with no PAS or ABS to consider."

With or without that whaletail, the 3.2 perhaps best symbolises the popular image of the classic 911. Neither the lightest nor the most nimble, it is above all fairly numerous on the used market, in contrast to earlier 911s or the later 964, which means good examples can still be found. It will also be less complicated to own and run than a 964, a re-engineered and very different 911.

At the base of the market you'll find examples that require a large amount of work, but go in with a sensible starting budget and you'll find a good classic 911 that'll entertain on the road for some time to come. 30 years on, the story of the 3.2 Carrera still has much to tell. **911**



From left to right, three 911s that summed up all that's great about the 3.2 Carrera era: the lightweight Clubsport, the G50'd 3.2 in Guards red, and the Turbo-look Supersport



“The 3.2 is the Porsche that best symbolises the popular image of the classic 911”

SPEEDSTER

— THE FINEST OPEN-TOP 911? —

With the 3.2 Carrera celebrating its 30th birthday, is it time to rediscover the original modern-retro Porsche?

Written by **Richard Aucock** Photography by **Daniel Pullen**



Back in the Fifties, Porsche made a simple, purist sports car. It did so by cutting the roof off the contemporary 356, taking off the side windows, stripping the interior of fripperies, giving it a cool name and, complete with a super-attractive price tag, rolled it out to the market. Totally enamoured, the public duly jumped at the chance of owning one, and the Porsche Speedster legend was born.

It's surprising, then, that Zuffenhausen forgot about this reaction so quickly. It was launched in the mid Fifties, yet by the Sixties the Speedster concept had gone. By the time of the 911 in 1963, nobody was really sure that open-top cars could actually exist anyway – with the creation of the Targa a case in point – and so for the next two decades, any thought

of reviving the original Speedster spirit simply wasn't on the agenda.

But then, in the Eighties, once he'd almost single-handedly saved the Porsche 911 and restarted development for it, company CEO Peter Schutz began playing around with some more outlandish ideas. Green-lighting the Cabriolet and bringing it to dealer showrooms wasn't enough for him; he had something even more extreme in mind. This turned out to be a Porsche 911 with no side windows, just a rudimentary windscreen, and not even a roof to speak of – a cut-down Cabriolet, if you like, just like the 356 created three decades before. The 911 Speedster concept had arrived.

Clearly, it found favour within the company. Technical director Helmuth Bott later had another go, this time on an old narrow-body SC rather than

the widebody favoured by his boss. He also paid a bit more attention to wind protection at speed, with a cool ultra-low wraparound windscreen. Amalgamating both ideas led to the creation of a concept car set for display at the 1987 Frankfurt Motor Show, and the reaction to it proved to Porsche that the concept was worth investigating further. Remember, 911 concepts were thin on the ground at the time, generally previewing production-intent cars instead. The Speedster was wild and cool, yet also presumably a production-bound car in its own right. Porsche had to get to work.

And get to work it did, but perhaps not in the way intended. The original idea had been to base the Speedster on the 964, but production of this hugely complex car, as we know, fell behind schedule. ➔



Porsche then, it is said, had an idea: give the 911 3.2-litre Carrera range a boost with a production version of this much-idolised new variant. Perfectly timed to coincide with the boom in new and used car values, the Speedster would be a great halo car that could help keep the line ticking over during the wait for the car that everyone knew was coming, but which wasn't there yet.

In January 1989 the Speedster was born, and soon became a six-figure car. The original idea, of creating something cheaper and more accessible than the other models, seemed to have been forgotten – first by Porsche, which priced it similarly to the other Carreras, and then by the speculators, who proved that even this was 'cheap'. It was in production for just over six months, and was, to put it mildly, a highly specialised model, yet Porsche managed to produce over 2,000 of them.

It was based, logically, on the strengthened 911 Cabriolet. This car already (unlike the Targa) had a pillarless layout, meaning the task of creating the Speedster was essentially one of just taking more stuff out, starting with the windscreen. Today, this is a key stressed part of a car's structure, but it wasn't the case back in the Eighties, meaning the development team really could just chop it off and replace it with a lower and more steeply raked aluminium-frame screen. This itself was removable, although the minimal number of images of Speedsters sans windscreen perhaps indicates that doing so is not wise if you actually want to drive it.

To ensure it was as open-plan as possible, the quarterlights of other 911 3.2 Carreras were cut off – not an inexpensive move given the need to develop bespoke side glass, but proof of the level of engineering that went into it. Further back, there were no rear seats, and the 'emergency use' roof (think unlined rain cover) was hidden beneath a glass fibre twin-hump tonneau. It's neat and tidy compared to the Cabriolet, and represents another reason why it looks so different and intriguing.

To modern eyes in particular, it looks fantastic. It's visually so much lower and even wider from the rear. It's almost a more contemporary look, and it must have been amazing in the late Eighties. Its distinct profile is obvious from all angles too, even head-on: think of it as a minimalist, minimised classic Porsche 911. What a pity we see so few of these on the roads: many would be surprised at just how good it looks.

The original idea inside was to cut back on equipment and save around 70 kilograms over the Cabriolet. But late-Eighties Loadsamoneys weren't having any of that, and insisted on adding in the electrical goodies, the sound systems and so on. Even the wonderful lower-set bucket-style seats of the Speedster were usually replaced with plump Turbo leather pews.

Suspension was unchanged, and the engine and drivetrain were stock too – no Clubsport-style blueprinting or power boosts here. Speedster drivers almost certainly weren't interested in

performance, meaning any work here would essentially be a waste of time and money, and Porsche was getting short on both.

This 911 Speedster at Hexagon is, like many others today, immaculate. Their rarity, specialist nature and sheer lack of all-weather practicality means that most will be low-mileage, highly treasured machines, and almost certainly feel a cut above the vast majority of 3.2 Carrera Coupes and Cabriolets on the road. They'll also, almost without exception, have been garaged all their lives. It's the only feasible way people can even entertain the thought of 3.2 Speedster ownership.

Because of all this, you can't help but form opinions before you even set off. For starters, it seems crisp, tight and as one, and the steering wheel leather is soft and matt rather than shiny and leathery. There's not a trace of slack when wobbling the gear lever, and you know right away the shift is going to be watch-like (I actually lifted my hand and went for the fingertip-shift position – using any more force just didn't seem right).

Something else feels different too: the sheer level of exposure. Even when you're in it, you feel you're half out of it, such is the lack of bodywork covering you. The low-cut windscreen really does look like something that has been made up as an afterthought; you sense that its creators at Zuffenhausen really didn't want it to be there in the first place, and so committed as little engineering as possible to its creation. ➔





Though its rarity may make the car more coveted for collectors today, the Speedster still provides a rousing experience when enjoyed on the road



Speedster timeline

1954

The 356 Speedster was introduced. Simple, lightweight and cheaper than the Coupe and Cabriolet, it was an instant hit.

1957

356A T2 Speedster introduced. Looked relatively unchanged on top, but almost nothing was the same beneath. The connoisseur's choice.

1958

Ultra-rare 356 Convertible D introduced, originally wearing Speedster scripts but really just a budget Convertible. Soon replaced by the 356B Roadster.

1987

Speedster concept car shown at 1987 Frankfurt Motor Show, complete with 'Clubsport' single-seat tonneau hard cover. Causes a stir.

1989

Speedster reaches production, originally with Turbo-style wide body. A rare narrow-body would follow in 1990.

1992

Second Speedster model arrives, based on the contemporary Carrera 2. Even more focused than the 1989 car, although less than 1,000 were sold.

2010

997 Speedster arrives with 356 units produced. Came with shallow windscreen, unique Pure blue paint, a manual roof and £144,000 price tag.





Thanks

The immaculate, low-mileage Speedster in our pictures was supplied by Hexagon Modern Classics, specialists in exemplary air-cooled Porsche 911s. For information on the current stock list, visit www.hexagonmodernclassics.com or call +44(0)208 3485151.

Glance around and there are no quarterlights or pillars, and at the rear there's no fabric roof sitting rather ungainly out back either. The hood is almost guaranteed to be sitting below its hard-case cover, leaving only a smooth body-colour hump for the body to flow into. Such exposure will be familiar to Caterham drivers and single-seater racers, but in a Porsche it's bizarre. Did they really put this into mainstream production?

They did, and fitted it with the cream of its Eighties mechanical engineering, the 3.2-litre motor. From the first turn of the key, it's clear that the best place of all to experience total 3.2 immersion is in a Speedster. No other model has so few barriers between you and it; from the noise of the gear selectors as you check it's in neutral and the familiar sound of the starter, to the surround-sound blare as it yelps into life. The Speedster puts the engine centre stage in the action, and you'll love it for doing this before a wheel is even turned.

In action, it's a complete trinket. With hard-nosed road tester hat on, you'll notice some scuttle shake and a bit of weight-induced softness in the pickup, as well as a sense that this is such a special machine that driving it in trackday earnestness really isn't the point to it; it's one to absorb rather than drive on the door handles.

Hexagon is based in north London, so a lot of the drive was on busy town-centre thoroughfares, which is absolutely the natural habitat for the Speedster. Here, the blast of wind bluster isn't a factor – even if it's a warm day, it gets cold in there once you get some speed up – and any dynamic comparisons with a 3.2 Carrera Coupe are rendered

immaterial. In short, you can simply take in the entire experience rather than having to worry about where you're going.

The engine, again, is central to this. Hearing the air-cooled motor so prominently gives you a wonderful combination of what pedestrians only normally enjoy, blended with what only you still enjoy. The noise flows around the car and penetrates the cabin fully – not even the Cabriolet has this much clarity. Scooting around at slow speeds ensures wind roar again doesn't spoil it, leaving you to indulge in one of the finest mainstream Porsche engines ever built – until you come to turning the steering wheel, as this Speedster doesn't have power steering, which in turn makes all such inner-city enjoyment one of slight anguish each time you have to turn a corner, negotiate a mini roundabout or, perish the thought, actually park the thing. Good job the wind chill soon cools you down once on the move.

Of course, it lightens with speed, and being a Speedster, speed can still be dialled up – 231bhp, in combination with a 1,220 kilogram curb weight, still delivers 0-60mph in 6.0 seconds and a top speed (for the brave or the helmet-clad) of 152mph. The yowl of the motor as it revs is epic, and that rifle-bolt G50 gearbox equals speed-shifts to keep it singing hard. Peak power is 5,900rpm and peak torque 4,800rpm; it's once the big tacho needle gets into its upper third when the Speedster starts to sing like a performance car, and being out in the open allows you to exploit it.

But you don't really drive a Speedster like this. Not any more, and certainly not one that – like this

– has done just 16,000 miles. You can door-handle it if you wish, sense the in-built breeding that still delivers engagement, but you're far better off doing that in a Coupe instead. Speedsters weren't designed to be driven like this anyway, and it's silly, for all the extra feel that non-PAS steering gives once up to speed, to start doing it in them now.

We head back to town, and in turn back to slow speed. Edgware isn't quite the sunny California strip intended by the designers to be this car's stomping ground, but when the model's this appealing and this much of a sensation overload, it doesn't really matter.

The Speedster is a special car, one whose rarity and sheer lack of miles in action outside the climate-controlled garage means we've almost forgotten about it. After the economic crash of the early Nineties, the car became dismissed as a showboat special, deemed all about the looks rather than the substance, before falling off the radar.

We've rediscovered it, finding substance and engineering pleasure in abundance, as well as a car whose time once again may be coming. It's surprising just how different this similar-at-first profile is and how appealing to modern eyes it can be. Today's car design is about proportions and stance, and there's no original 911 that does so much with the original look as elegantly as this.

The fact that it's not an everyday user like other 911s is irrelevant – it's too collectable for that now. Rather, it's now a car to savour and use on high days for a shot of history-themed Porsche fun. Rare, specialised, almost impossible to fake and still with that famed 3.2 Carrera 'feel': what's not to like? **911**

The Speedster tonneau

A less appealing aspect of Speedster ownership is the roof: this is not Cabriolet-convenient, and it does not go up and down at the press of a button. Instead, you have to contend with a sea of finger-nipping press studs and partake in a lot of manual labour to put the roof on, and taking it off isn't much easier if you want to do it neatly. Aside from the car's rarity, it's why you'll never see a Speedster on the road if there's the merest hint of rain.

Owners accept it as a characteristic of the car. Paul Michaels of Hexagon Modern Classics, currently selling this example, believes the Speedster is revered today for the very same reasons that made it unpopular in the Eighties: "It's more suited to being a poser's car – which is perhaps more ideal in our current society!" This could be why, in the future, the Speedster may reinforce its status as a specialist – and highly valued – collectable.

“Rare and specialised with the 3.2 Carrera feel: what’s not to like?”

Model Year	911 Speedster (1989)
Engine Capacity	3,164cc
Compression ratio	10.3:1
Maximum power	231bhp @ 5,900rpm
Maximum torque	284Nm @ 4,800rpm
Transmission	Five-speed manual, rear-wheel drive
Suspension Front	Twin longitudinal torsion bar springs; dampers; anti roll bar
Rear	Semi-trailing arms with torsion bar springs; dampers; anti roll bar
Wheels & tyres Front	6x16-inch Fuchs wheels; 205/55/16 tyres
Rear	8x16-inch Fuchs wheels; 245/45/16 tyres
Dimensions Length	4,291mm
Width	1,775mm
Weight	1,220kg
Performance 0-62mph	6.0 secs
Top speed	152mph



Total 911 SUBSCRIPTION VOUCHER

THE PORSCHE MAGAZINE™

YES I would like to subscribe to Total 911

YOUR DETAILS

Title _____ First name _____
 Surname _____
 Address _____

 Postcode _____ Country _____
 Telephone number _____
 Mobile number _____
 Email address _____
 Please complete your email address to receive news and special offers from us

DIRECT DEBIT PAYMENT

UK Direct Debit Payment
 I will pay only £13.50 for 6 issues (saving 50%*)

		Instruction to your Bank or Building Society to pay by Direct Debit		
<small>Please fill in the form and send it to: Total 911 Subscriptions Dept, 800 Guillat Avenue, Kent Science Park, Sittingbourne ME9 8GU</small>				
<small>Name and full postal address of your Bank or Building Society</small> To: The Manager _____ Bank/Building Society Address _____ _____ Postcode _____		<small>Originator's Identification Number</small> 5 0 1 8 8 4		
<small>Name(s) of account holder(s)</small> _____ _____		<small>Reference Number</small> _____		
<small>Branch sort code</small> _____		<small>Instructions to your Bank or Building Society</small> <small>Please pay Imagine Publishing Limited Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Imagine Publishing Limited and, if so, details will be passed on electronically to my Bank/Building Society</small>		
<small>Bank/Building Society account number</small> _____		<small>Signature(s)</small> _____ <small>A6 instruction form</small>		
<small>Date</small> _____		<small>Banks and Building Societies may not accept Direct Debit instructions for some types of account</small>		

PAYMENT DETAILS

YOUR EXCLUSIVE READER PRICE, ONE YEAR (13 ISSUES)

UK: £52.65 (Save 10%) **Europe: £60.00**
 World: £70.00

Cheque

I enclose a cheque for £ _____
 (made payable to Imagine Publishing Ltd)

Credit/Debit Card

Visa MasterCard Amex Maestro

Card number _____ Expiry date _____

Issue number (if Maestro)

Signed _____

Date _____

Code: PAL142Q

Please tick if you do not wish to receive any promotional material from Imagine Publishing Ltd by post by telephone via email

Please tick if you do not wish to receive any promotional material from other companies by post by telephone

Please tick if you DO wish to receive such information via email Terms & conditions: Pricing will revert to our standard offer of £18.90 every 6 issues on the third payment made. Subscribers can cancel this subscription at any time. New subscriptions will start from the next available issue. Offer code PAL142Q must be quoted to receive this special subscription price. Details of the direct debit guarantee are available on request. Offer expires 30 September 2014. Imagine Publishing reserves the right to limit this type of offer to one per household.

I would like my subscription to start from issue: _____

Return this order form to:

Total 911 Subscriptions Department, 800 Guillat Avenue, Kent Science Park, Sittingbourne, ME9 8GU or email it to 911subs@servicehelpline.co.uk

You will be able to view your subscription details online at www.imaginesubs.co.uk

HURRY ORDER NOW



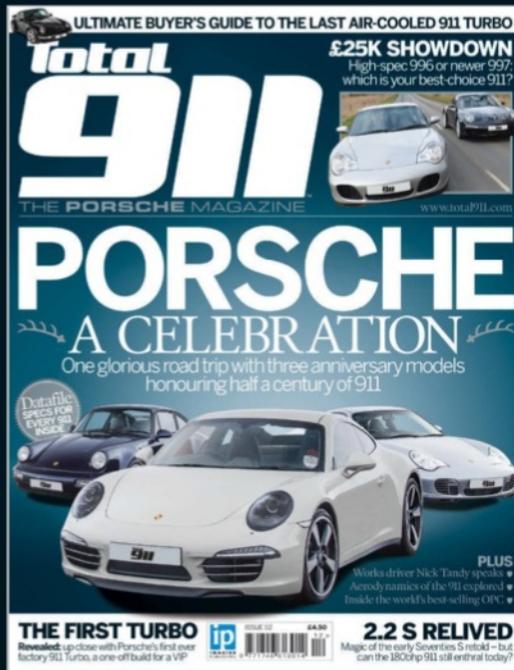
FANTASTIC SUBSCRIBER OFFER

Start a Direct Debit today and for just £13.50 get the next six issues – saving over £27 a year

- Pay only £2.25 for every future issue – a 50% saving on the store price
- Free UK delivery to your door
- Never miss an issue
- Money-back guarantee



Subscribe to Total 911



GO DIGITAL!

GREAT DIGITAL SUBSCRIPTION OFFERS AVAILABLE AT:

IMAGINESUBS.CO.UK
FOR ANDROID, MAC, PC,
IPHONE & IPAD

and save 50%

THREE EASY WAYS TO SUBSCRIBE

1. Online

www.imaginesubs.co.uk/t9e
And enter PAL142Q

2. Telephone

0844 249 0463

Overseas +44 (0) 1795 414 886
and quote PAL142Q

3. Post or email

Please complete and post the form to
Total 911 Subscriptions Department
800 Guillat Avenue
Kent Science Park
Sittingbourne
ME9 8GU



Or alternatively, you can scan and email the form to

911subs@servicehelpline.co.uk

1967 911S

991 CARRERA S

One is purely mechanical, the other a 911 for the modern age. Yet these two Porsches both share the fabled 'S' badge. Can their character transcend 47 years of development?

Written by **Josh Barnett** Photography by **Daniel Pullen**



Carving through the canyon-like coastal roads around East Sussex's Seven Sisters, I can't help but fixate on the car looming in my auto-dimming interior mirror. Blasting along one of the best roads I have ever found for a **Total 911** photoshoot at the wheel of the latest 400bhp 991 Carrera S should be task enough for my attention, but behind me is an original 2.0-litre Porsche 911S, the sun glistening off its gorgeously pronounced front wings and original Fuchs wheels. 47 years the senior of my own 911, this Zuffenhausen icon sits just 47 feet of tarmac behind my rear bumper, and soon it will be my turn behind the wheel of my 911 hero.

As modern 911s go, the 991 Carrera S is one of the most accomplished ever. While the GT3 and Turbo variants are in another world when it comes to outright speed, the Carrera S still enjoys a devastating turn of pace, especially in the 'real' world when weaving your way through country lanes and back roads. Although the standard 991

Carrera can sometimes feel lethargic, especially at the lower reaches of the rev range, the Carrera S is possibly the best day-to-day 911 ever produced. However, it owes a large part of its character to the Ivory white car chasing me through the Beachy Head hairpins.

After the original 901's release in September 1963 (the first 82 cars passing off the production line before the 911 moniker was adopted), the 911S marked Porsche's first performance-orientated 911. Going on sale in late 1966, the S featured the same 1,991cc engine as the base car. However, reworked valving (the work of engineer Paul Hensler), along with a higher compression ratio, significantly boosted the car's power output. While early cars utilised Solex carburettors, by the time of the 911S Porsche had moved across to Italian firm Weber. Two of the latter's 40IDSC3 model were employed to provide the air/fuel mix, with the 911S gaining 32mm venturis (a 2mm increase over the standard 911). The final result was an impressive 80bhp per litre. ➡



Then and now

	1967	2014
Men to walk on the Moon's surface	0	12
Different 911 models available	6	16
Standard colours available from Porsche	9	14
Years Apple Inc had been trading	0	38
Latest Ballon d'Or winner	Flórián Albert	Cristiano Ronaldo
Other Porsche models available	1	6
Fastest production car in the world	Lamborghini Miura P400	Bugatti Veyron Super Sport
Members in the European Union (EEC/EU)	6	28
Medal events at previous Olympics	163 (Tokyo 1964)	302 (London 2012)
Current land speed record holder	Craig Breedlove (600.601mph)	Andy Green (763.035mph)
World population	3,490,051,163	7,176,023,055



Under the guidance of head engineer Helmuth Bott, the 911S's extra power was combined with improved handling dynamics thanks to a stiffer front anti-roll bar, the installation of a rear anti-roll bar and adjustable Koni dampers. Helping to stop the 1,030 kilogram Coupe were Porsche's new internally vented brake discs. However, Zuffenhausen still struggled to cool the 911's brakes when fitted with the standard steel wheels. This dilemma would lead to the birth of an icon.

German metalworkers Otto Fuchs were commissioned to produce a new wheel for the 911. The result was the 'Fuchsfelge', fitted as standard to the 911S upon its debut in 1966. Measuring 4.5x15-inches, the forged alloy wheels were the first of their kind. As well as offering improved cooling thanks to their five-leaf design, the rims saved over two kilograms per corner in mass, improving acceleration and handling.

Such performance improvements imply that the 911S was so-called thanks to its 'Sport' characteristics. However, the moniker was applied because Porsche viewed the S as the 'Special' 911, a step above the base car in all areas. This was highlighted inside, where the 911S gained a more

luxurious interior, with basket weave trim on the dashboard, thick carpeting and a leather-covered steering wheel.

Resting alongside one another, the lineage between the two 911s is distant yet distinct. There is an indelible connection, but with no familial links present (no 3.2 Carrera, 993 or 997), the 911S appears to have more in common with its 356 predecessor than its present-day namesake. Marcus Carlton's remarkably original 1967 example is significantly narrower and shorter than the 991.

The 911S only trumps the Carrera S in the height stakes thanks to its gargantuan ride height. They are, quite frankly, an odd couple for a head-to-head test, such is the disparate set of statistics endowed upon the two cars. Yet, these two 'Special' 911s are intrinsically linked. In issue 107, Gordon Robertson, chief instructor at the Silverstone PEC, explained that, "You can feel how the character has stayed with these cars right up to the latest 911." It's a remarkable statement, and one that many an air-cooled versus water-cooled argument has attempted to annihilate. Despite half a century of technological progress, has the 911's character been retained?

Despite a gambit of electronic controls, taking the wheel of the 991 Carrera S can feel surprisingly analogue. For a car with a dry weight of 1,395 kilograms, the electromechanical power steering bestows a pleasant easiness upon the steering weight, overcoming the inherent grip of the 245/35 Pirelli P Zero front tyres (mounted on 20-inch alloys that are nearly twice the width of the 911S's 4.5-inch-wide Fuchs). While 'traditionalists' have bemoaned the demise of the previous hydraulic system, the majority of drivers would not notice the switch. In 'Sport' or 'Sport Plus', the steering weight is adjusted to add a little extra resistance, delivering impressive feel when you're driving in a more exuberant manner. The front end just wants to be thrown into corners fast, and the level of communication it provides gives you the confidence to do just that.

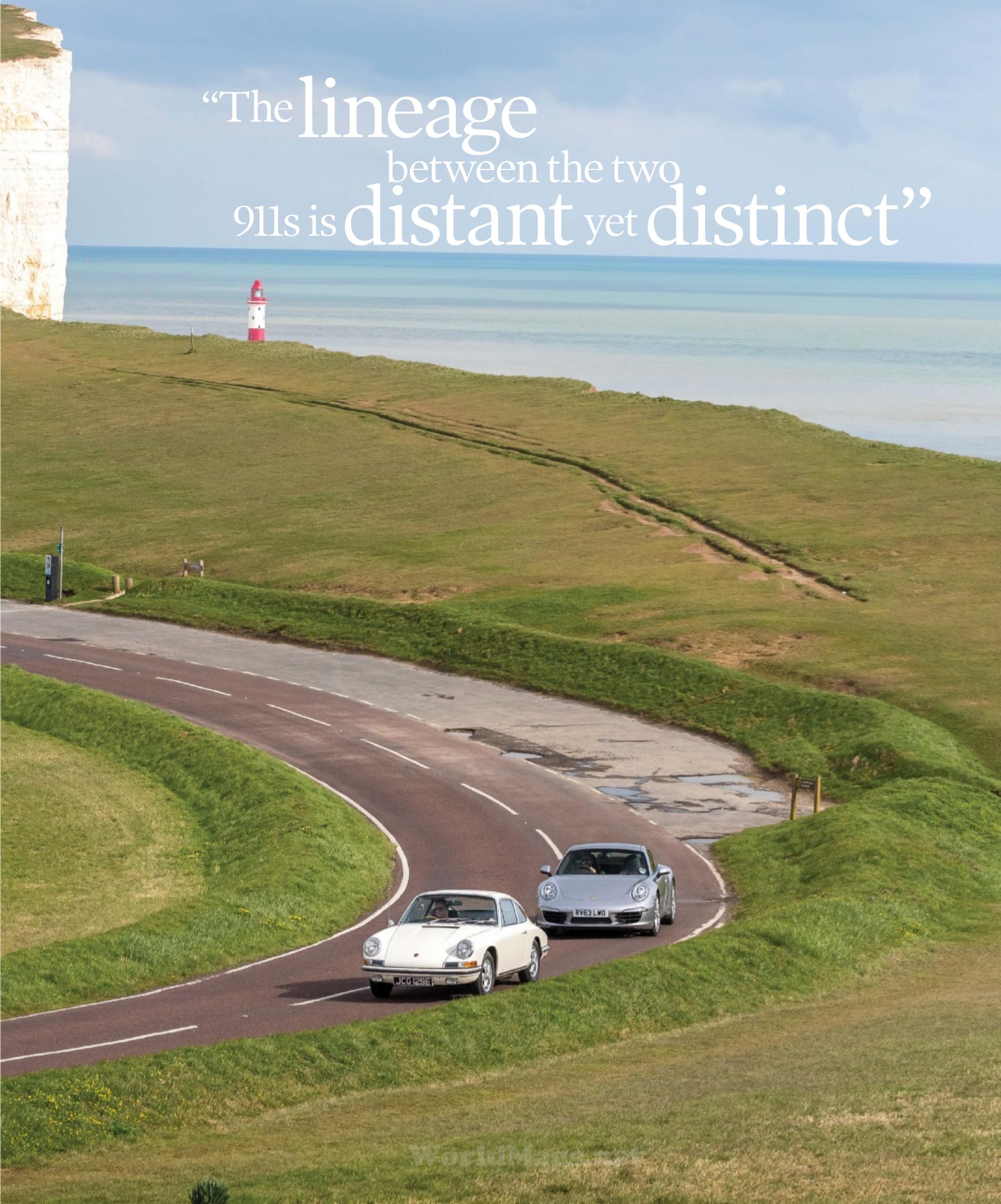
A similarly light steering action can be found in the 911S, despite the absence of any power steering. At a fraction over a ton (and rolling on classic 165/90 Michelin radials), Carlton's 911 doesn't require such assistance, simply using the leverage afforded by the huge steering wheel. Marcus has fitted the optional wood-rimmed wheel, however, and ➔



Both 911s tackle cornering with ease



“The lineage
between the two
911s is distant yet distinct”



Model	911S
Year	(1967)
Engine	
Capacity	1,991cc
Compression ratio	9.8:1
Maximum power	160bhp @ 6,600rpm
Maximum torque	179Nm @ 5,200rpm
Transmission	Five-speed manual
Suspension	
Front	MacPherson Strut; torsion bar; antiroll bar
Rear	Independent; trailing arm; torsion bar; antiroll bar
Wheels & tyres	
Front	4.5x15-inch Fuchs; 165/80R15 tyres
Rear	4.5x15-inch Fuchs; 165/80R15 tyres
Brakes	
Front	282mm vented discs
Rear	285mm vented discs
Dimensions	
Length	4,163mm
Width	1,610mm
Weight	1,030kg
Performance	
0-62mph	8.0 secs
Top speed	137mph



It shows its age, but the 911S can still cope with the pressures of day-to-day driving

with the same diameter as the standard leather item, the resistance is ridiculously low. It feels bizarrely modern, yet the short wheelbase bestows a mechanical nimbleness on the car, allowing the '67 911S to dart effortlessly between turns.

Where the Carrera S feels incredibly sure-footed and capable, the 911S (understandably, given its age) seems a little more unsteady. You always feels closer to the limit in the 911S thanks to its high level of body roll. Combined with the narrow front tyres and soft front antiroll bar, the front end is unable to bite with quite the same urgency as the 991. Accordingly, the 911S feels more prone to understeer at sensible driving speeds, while provoking a lack of front-end grip in the 991 requires you to be travelling much, much faster. However, with nearly 50 years between the two, the increase in grip levels is hardly a surprise.

Through the middle and exit of a corner, the two Porsches are remarkably similar, though. As

the power is applied, you can feel both cars squat onto their haunches, making use of the rearward weight bias to shoot the car forward with a momentum that more 'traditionally' laid-out sports cars are unable to match. If anything, the Carrera S always feels more likely to break traction thanks to the much stiffer rear suspension (and its liberal power supply).

Power application in both cars needs to be smooth yet decisive. Created at the start of the 911's development curve, sudden mid-corner lifts in the 911S would undoubtedly throw the car into wild oversteer thanks to the nearly 200 kilogram engine mounted beyond the rear axle line. Tip-toeing around with your throttle use makes both the SWB car and the Carrera S feel needlessly nervous, while increasing the power settles both cars down as the weight transfers more rapidly to the rear wheels.

As a starting point, both cars benefit from a classic driving style: slow in, fast out. The one

major difference in this aspect is not the character of the car, but the character you approach the car with. While the fully analogue 911S requires you to be alert regarding all of the above traits, the Carrera S, with its myriad electronic controls (including the PSM system) allows you to drive faster with less seat time. The 991's computers provide a safety net that the 911S just doesn't have. As such, while the latest 991 Carrera S encourages you to occasionally test the limits (as any great sports car should), the 911S – at least in a 21st Century context – is more suited to a GT-like role.

With a 240bhp gap in power outputs, it would be reasonable for you to expect a major difference in characters to be found in the powertrains. Instead, this is where the greatest similarities can be found, even if technologically the two engines are worlds apart. Both cars enjoy similar redlines: the direct fuel-injection unit in the 991 hitting the limiter at 7,600rpm, with the 911S not far



Model	991 Carrera S
Year	(2014)
Engine	
Capacity	3,800cc
Compression ratio	12.5:1
Maximum power	400bhp @ 7,400rpm
Maximum torque	440Nm @ 5,600rpm
Transmission	Seven-speed manual
Suspension	
Front	Independent; MacPherson strut; coil springs
Rear	Independent suspension with trailing arms; double joint half shafts
Wheels & tyres	
Front	8.5x20-inch alloys, 245/35ZR20 tyres
Rear	11x20-inch alloys, 295/30ZR20 tyres
Brakes	
Front	340mm drilled and vented discs
Rear	330mm drilled and vented discs
Dimensions	
Length	4,491mm
Width	1,808mm
Weight	1,395kg
Performance	
0-62mph	4.5 secs
Top speed	188mph



The Carrera is the least vocal of the two – until the flat six comes alive past 5,000rpm

behind at 7,200rpm, which is incredibly impressive for Sixties engineering.

The unit in Marcus's car was freshly rebuilt just before he bought it "five or six years ago," and with the car only now beginning to reach the 95,000-mile mark, the motor has a crispness that rivals the rev-happy 3.8-litre engine from the Carrera S. Torque from both is mildly impressive at the lower-end of the rev counter. However, it is at 5,000rpm in both cars that things start to really get lively. The 901/08 unit produces its peak pull at a remarkably high 5,200rpm, giving a noticeable kick as the needle pushes passed the gorgeous green '5'. The sensation is incredibly similar to the extra thrust provided in the 991 at the same point on the rev counter, the only difference being that the rate of acceleration is obviously faster in the latest 911.

Aurally, the 911S is more mechanical and raw – a product of a time when exhaust note was mechanically produced rather than synthesised

at the push of an exhaust button. Its air-cooled rasp comes alive at the top end of the power band, crackling with life and character. It's almost as if you can hear every single component working in unison, shoving the car forward with a level of ferocity that Porsche's contemporaries have always feared.

By contrast, the 991 (at least with the optional sports exhaust off) is benign – almost non-existent, in fact. However, with the additional valves in the exhaust system open, the 991 comes alive in a similar fashion to its 47-year-old ancestor. The flat six howls with a sound that transcends generations, instantly aligning the two cars from the same stock.

The gearboxes in both cars can prove awkward for the uninitiated. Thanks to the four-gated, seven-speed manual in the Carrera S, it takes a while to acclimatise to the unnatural spacings. Similarly, the 901/02 unit in the 911S provides an initially unguided box of possibilities. Its dogleg

first gear requires a complete reworking of your brain: evens push away, odds pull towards. However, with both 'boxes, mechanical mastery leads to an incredibly engaging and rewarding experience. Across generations, the 'S' has remained an incredibly capable 911 designed to create maximum driving pleasure.

Yet, the wonderful thing about both the 991 Carrera S and the 1967 911S, and what makes them truly special, is their ability to operate as day-to-day runabouts par excellence. "I treat it like a modern car," Marcus explains of his 911S. "I use it almost every day: I pick the kids up in it, I go to Sainsbury's in it." It's a remarkable feat for a classic car, yet it's the perfect example of how this car was intended to be used in period.

Incredibly, the 911S is almost more adept at acting day-to-day than the Carrera S. Despite its minuscule proportions, rear leg room is positively palatial compared to its much younger sibling. However, ➔



where the modern car excels is in fuel efficiency. While the 911S probably gets around 24-25 miles to the gallon in normal driving, the Carrera S can easily achieve 30mpg and over. Although it may not sound like a huge increase given that Zuffenhausen had 47 years to work on it, it is an incredible achievement given that the Carrera S's powerplant is nearly double the capacity and produces an astonishing 105bhp per litre.

Inside both, comfort reigns supreme. While the 911S's seats offer next to no lateral support, their plush cushioning makes them akin to your favourite armchair. I would imagine continental tours (at least from the front seats) would be passed off in both style and ease. The basket weave dashboard trim is beautiful, and despite the lack of substance, the build quality is pure Porsche: solid and dependable. The most captivating feature is those green-marked dials, though. 1967 was the final year that they appeared on a 911, and watching the needles dart between the vertiginous numbers is a memory that will hold long in my mind.

By comparison, the Carrera S's interior has less charm. It is the product of a modern era where design is by committee, and any final product has to be signed off by finance and marketing boards, as well as engineers. That said, the Sportplus seats are some of the best seats I have ever used, holding my wide shoulders perfectly while retaining the comfort that many bolstered seats lack.

The incredible thing about these two cars is that their approaches are at odds with one another. The 911S is pure and mechanical, needing your full attention, and because it has charm in abundance you are more than happy to satisfy its needs. On the other hand, the 991 Carrera S is a 911 for the digital age. It's faster, more efficient and capable, yet at times it lacks the idiosyncrasies of its ancestor. However, behind the wheel, the sound, feel and emotions are nearly identical. To my mind, the S-badged 911s of recent years have been the perfect Porsches. What's incredible is that the 1967 911S has proved that this has always been the way. The more things change, the more they stay the same. **911**

47 years of progress

Increase in length	32.8cm
Increase in wheelbase	23.9cm
Increase in width	19.8cm
Increase in weight	365kg
Increase in top speed	48mph
Increase in engine capacity	1,809cc
Increase in power output	240bhp
Increase in maximum torque	261Nm
Increase in wheel size	5 inches
Increase in number of gears	2
Increase in tyre width (front)	80mm
Increase in tyre width (rear)	130mm
Increase in compression ratio	2.7:1
Increase in fuel tank capacity	2 litres
Increase in redline	400rpm
Increase in valves per cylinder	2
Increase in price from new	£55,000 (\$91,910)
Decrease in drag coefficient	0.073



“Inside both,
comfort
remains supreme”

LOS ANGELES DISMANTLER

Specializing in *Porsche 911 Boxster Cayman*

Leading supplier of used OEM
911, Boxster & Cayman
Engines, Wheels, Seats, Electronics,
Chassis, Transmissions, Brakes and more.



Promo code TOTAL2014
free t-shirt with any order!

Proud sponsors of the
Porsche Parade 2014



9819 Glenoaks Blvd.
Sun Valley, CA 91352
sales@ladismantler.com
ladismantler.com
(001-1) 818 767-7243



As seen on:



Find us on:



We Ship Worldwide!

WorldMags.net



NOT JUST ANY RENNSPORT

The GT2 has been Porsche's top-performing road-going Turbo model since 1995, but the addition of the RS moniker lifts this special model into a class of its own

Written by **Glen Smale** Photography by **Alisdair Cusick**







Even without the RS emblem on the back, there are plenty of clues that suggest this is a very special GT2, starting with the liberal carbon trim



Every now and then, you come across a sports car that stands out from the crowd. It's a feat that's often hard to achieve in Porsche circles, such is the high calibre of decorated sports cars to have left the Zuffenhausen factory over the last five decades. However, when the car in question is not only a turbocharged Rennsport, but also Porsche's fastest road-going production 911, you are dealing with a very special sports car indeed – and that's before we realise it has just 957 miles on the clock.

First introduced in 1995, the 911 GT2 has been powered by a 3.6-litre, twin-turbocharged flat-six boxer engine. This was originally air-cooled in the 993, of course, before switching to water cooling for both the 996 and 997. However, the halcyon GT2 in our pictures, a 2010 GT2 RS, draws on its premium sporting heritage from as far back as the 2.7-litre Carrera RS from 1973, when Porsche first started producing high-performance road-going 911 models with the 'RS' moniker. These legendary Rennsport models have always been produced in limited numbers, but all have been naturally aspirated – until the turn of this ferocious GT2 RS.

Plenty of evocative adjectives have been used to describe the car since its inception: brutal, overpowered, aggressive, monstrous, feral; even the 'Widowmaker' tag has been applied in portraying the performance of the GT2 RS. While the turbocharged Rennsport has elements of all of these in its character, in truth it possesses so much more because it can still be driven at street-legal speeds, and is capable of behaving in an assured and civilised fashion.

See it like this: it was once said that a child could fly a Boeing 747, but it took a qualified pilot to land the craft or handle an emergency. In the same way, most people would be able to drive the GT2 RS at normal speeds; it's only when you start getting an itchy right foot that you need to have an advanced level of ability in handling this high-performance supercar properly.

We've been forthcoming with the reputation of the GT2 RS, but as we stand before it, surely it's just another lightened 911 GT2 with a bit more power under the engine cover? Well, for starters, this model represents the last of a line of cars that featured the Mezger engine: the indirect-injection

engines that can trace their lineage all the way back to the Le Mans-winning GT1 of 1998 and ultimately, if tenuously, back to the 930 Turbo cars. The 997 GT2 RS is also the last of the top-end supercars still equipped with a manual gearbox, as the tendency today shifts to the sophisticated automatic gearboxes with steering wheel-mounted paddle shifts. Our feature car also has a special lineage in that it was acquired by a Mr Eric Clapton, before the current owner purchased it in July 2012. Clapton put 135 miles on the clock during his tenure at the wheel, the current owner duly adding another 822 miles in nearly two years of ownership. So, with less than a 1,000 miles on the clock, it's hardly run in yet! With a history as described, and being number 195 of a total production of 500 units, this GT2 RS is certainly rather special, whichever way you want to look at it.

The GT2 RS is arguably the pinnacle of the range, and while it's more track-focused, pleasingly it's still fully road-legal. The GT2 RS will complete a lap of the Nürburgring's Nordschleife in just seven minutes and 18 seconds – a full 14 seconds quicker than the 911 GT2. The 911 GT2 RS ➡



'Big Yellows' with PCCB are a much-needed standard spec to help keep the big power in check



Weight saving in the GT2 RS

True to its Rennsport moniker, the GT2 RS has enjoyed substantial weight-saving measures. As such, a reduction of 70 kilograms twinned with a 90hp boost compared with the 997 GT2 gives the GT2 RS a power-to-weight ratio of only 2.21 kilograms per horsepower, setting a new benchmark in its class.

Weight-reduction measures in the engine include a single-mass flywheel, which shaves off eight kilograms alone. The car's expansion-type intake manifold made from special synthetic material reduces weight by three kilograms, and the titanium muffler at nine kilograms is 50 per cent lighter than the equivalent stainless steel unit. The rear axle aluminium diagonal suspension bars are 1.4

kilograms lighter than on the GT2, while a further reduction of three kilograms is achieved with new front and rear axle springs. The brake covers on all four composite brake discs are likewise made of aluminium, cutting the weight of the crucial unsprung mass by a further 4.8 kilograms.

A distinguishing feature is the naked all-carbon boot lid, resulting in a reduction of 2.5 kilograms over the aluminium unit on the GT2. The flared wheel arches (26mm wider at the front) are made of a special plastic and finished in body colour, with a further four kilograms shaved off the overall weight through the use of a polycarbonate rear screen and rear side windows. Lightweight door panels carried over from the Carrera GT with their red opening loops and

the absence of the normal padding beneath the carpets at the rear of the passenger compartment reduce weight still further. Also contributing to the overall reduction in weight are a number of smaller, individual carbon body components, such as the wing-mirror housings and various air intakes/outlets.

For the first time, the driver also has the choice of front wheel arches in body colour and reinforced by carbon fibre, trimming a further five kilograms. Another option comes in the form of a lithium-ion battery, chopping more than ten kilograms off the scales. Lightweight headlights featuring halogen technology are also available as an alternative to reduce the mass of the turbocharged Rennsport.



“The sense of
acceleration
is other-worldly”

can reach the 200kph (125mph) mark in just 9.8 seconds, with 300kph (187mph) reached in 28.9 seconds – and the top speed of the GT2 RS is a heady 205mph. Such mesmerising statistics were not wasted on GT2 clientele; all of the planned 500 units had been sold within months of the 2010 launch date.

No 195 of 500 is owned by the Bigmore family, as son Ross shares: “The idea is to pick a nice day and get out there and enjoy the 911, and not to let it rot in a garage, and all the while you’ll have a car that is hopefully going up in value. I came across the GT2 RS while searching on the internet; it was with an official Porsche Centre, so when you buy it from a proper dealer, you know the car is of a high standard.”

Much of the car’s limited mileage has been on local roads, as Bigmore explains, “It’s never going to be used as a daily, and as we have such great roads in South Wales, if the weather is good we’ll take it out and try to get away from the crowds and really drive the car.”

However, the GT2 RS is born for the track. Starting with the same chassis layout as the GT2, the RS is further optimised for higher performance by featuring a wider front and rear axle. These dimensional increases ensure improved roll stability, resulting in higher speeds when entering and exiting a bend. The increase in front track has been achieved by reducing the press-in depth of the wheel centres from 53mm to 47mm on each side.

Where possible, suspension bars are fabricated from aluminium instead of steel, and suspension components such as wheel track, antiroll bars and springs are adjustable, allowing for a variable setup depending on track layout and conditions.

The wheels are attached by means of a single lightweight central nut rather than a five-stud setup, drawing on the car’s motorsport heritage. The GT2 RS is fitted with an improved tyre pressure control system, ensuring more accurate and quicker tyre pressure measurement of its bespoke-made tyres. The day of our photoshoot was the first time this 911 had seen a race track, and Bigmore is fully aware of his GT2 RS’s most suited environment: “It’s a catch-22 situation, because the car is optimised for the track, but you always have to temper that with how much they cost, as the car is pretty much irreplaceable.”

In a straight technology transfer from the race track to the production line, the GT2 RS is

fitted with Porsche ceramic composite brakes (PCCB) as used in the Mobil 1 Supercup series. Up front, the GT2 RS is fitted with six-piston aluminium fixed calipers with four-piston calipers at the rear. The 911’s Porsche Active Suspension Management (PASM) settings have been modified, reflecting the RS’s motorsport intentions, with the ‘normal’ setting being modelled on the Nordschleife profile. The Porsche Stability Management (PSM) system is standard on the GT2 RS, simplifying the driver’s preferred settings such as switching the Stability Control and Traction Control off, should this be required.

Under the decklid lurks a 3.6-litre twin-turbo flat-six engine, pushing out a gargantuan 620hp at 6,500rpm. The twin water-cooled variable turbine geometry (VTG) exhaust gas turbochargers are built to handle a maximum charge of 1.6 bar – up from 1.4 bar on the GT2. The Porsche turbo engine also requires an expandable air





The GT2 RSs exhilarating 'Ring laptime is testament to the capability of one of the last 997s

“While it’s more track focused, pleasingly it’s still fully road legal”

Model	997 GT2 RS
Year	(2010)
Engine	
Capacity	3,600cc
Compression ratio	9.0:1
Maximum power	620hp @6,500rpm
Maximum torque	700Nm @2,250-5,500rpm
Transmission	Six-speed manuals
Suspension	
Front	Spring-strut axle in MacPherson configuration optimised by Porsche with independent wheel suspension on wishbones; longitudinal arms and spring struts; split-track control arms; cylindrical coil springs with inner-mounted vibration dampers; wheel supports with ball bearings
Rear	Multi-arm axle with independent wheel suspension on five arms; split-track control arms; cylindrical coil springs with helper springs and coaxially inner-mounted vibration dampers; PASM Porsche Active Suspension Management with electronically controlled vibration dampers; two manually adjustable control maps/setup
Brakes	
Front	PCCB; six-piston aluminium monobloc brake calipers; cross-drilled and inner-vented composite ceramic brake discs with aluminium brake covers, diameter 380mm, thickness 34mm
Rear	Four-piston aluminium monobloc brake calipers; cross-drilled and inner-vented composite ceramic brake discs with aluminium brake covers, diameter 350mm, thickness 28mm; two brake circuits with individual axle split
Wheels & tyres	
Front	9x19-inch alloys; 245/35ZR19 tyres
Rear	12x19-inch alloys; 325/30ZR19 tyres
Dimensions	
Length	4,469mm
Width	1,852mm
Height	1,285mm
Weight	1,370kg
Performance	
0-62mph	3.5 secs
Top speed	205mph



Servicing the GT2 RS

A service interval for a minor service on the GT2 RS is every 20,000 miles or two years, according to the owner's handbook. However, Martin Wright, Aftersales Manager at Porsche Centre Cardiff, says the ferocious sports car is more likely to be serviced according to time rather than mileage intervals: "This is due to the nature of the GT2 RS: these cars don't generally tend to rack up the miles," he says. A minor service is likely to cost around £1,300, while a major service is around £1,500. "The difference in price between a minor and major service on the GT2 will just be on parts," Wright offers. "Relatively speaking, they are just straightforward services. They are one of the performance cars where, unlike some others, you have to take major units out of the way during servicing, the GT2 RS is pretty straightforward to service." With a £164,107 price tag when new, owners will no doubt be pleased to hear this news.

Far from being a 'widowmaker', the GT2 RS can be tamed for road use, though the track is where such a performance-laden sports car will excel



All over Porsche's GT2 RS you'll find plenty of intricate attention to detail, meaning this exuberant 911 is as breathtaking to look at as it is to drive





Door pulls are an RS trademark of an otherwise lavish interior. The plaque mounted on the glovebox acts as a reminder of the GT2 RSs exclusivity



intake manifold to accommodate the alternating pressure levels that build up in the intake system between the throttle butterfly and inlet valves. Such an expansion-type manifold is a prerequisite to best deal with the fluctuating high and low-pressure conditions within the turbo engine. Unlike Porsche's GT race cars that have a centrally mounted dual exhaust outlet, the rear end of the GT2 RS is characterised by two single-exhaust outlets, which exit left and right of the car's underbody. Due to the high temperatures generated by the turbos, the mufflers and tail pipes are made from titanium, which is not only lightweight, but also resistant to high temperatures.

All that power and performance potential requires an efficient aero package, and while similar to that of the GT2, there are also some significant differences. A new, wider front splitter, rear diffuser and higher-profile rear wing all help to keep the car well planted on the tarmac. Large end plates characterise the rear wing, which also houses a pair of openings to feed air into the engine. The aero modifications mean the car has a drag coefficient of 0.34.

At last, the time had come to climb on board for a few laps of the circuit in Llandow, Wales. First impressions on getting into the cockpit are how civilised it appears to be. There is no doubt that you're sitting in a high-performance car, with the red door pull straps replacing conventional door handles, but the GT2 RS is otherwise well appointed. This is the 'Comfort' interior with conventional seat belts, carpeting, electric seats and a satnav. The dashboard and centre console is uncluttered and well finished off with high-quality leather and Alcantara. After acclimatising to the



Specially crafted air-out grooves in the rear bumper melded to that wide Turbo body and tenacious fixed rear wing make for the most aggressive 911 rear end

lavish interior, we fired up No 195, and the muted burble from behind the comfortable, leather-clad seats neatly disguised the mayhem that was soon to be unleashed.

The floodgates were instantly opened, and I was sure I could feel the wind through my hair, even with the windows up. The sense of acceleration is other-worldly, but there was no associated frantic grabbing of the gear stick to move up a gear, or wrestle with the steering – everything happened with smooth and concise movements. There was a notable absence of noise, this being replaced with an urgent-sounding 'whoosh' as the turbos

delivered their power and the GT2 RS surged forward at an alarmingly fast pace.

Being exhaust turbochargers, there is a slight delay in the acceleration when applying the throttle, but it is so imperceptible as to be almost unnoticeable. Arriving at the chicane, the turn-in is precise and the car is incredibly sure-footed, and under acceleration on exit the level of grip is sensational – just like a race car at full chat, thanks to the grippy Michelin Pilot Sport Cup rubber up front with huge 325/30 tyres at the back.

Inside though, lateral movement in the corners was minimal. The driver remains well

planted and in comfort throughout – there’s no sign of a widowmaker 911 here.

However, the sheer accelerative force of the GT2 RS is utterly relentless, no matter what gear or speed. Turbo lag isn’t on the agenda as the car is launched up the road at a mere squirt of the accelerator. As we attack the track, Bigmore confirms to me, “Nothing this side of a Veyron or the very top echelon of supercars even gets close to the ferocity with which this car accelerates.”

Despite the huge torque available, handling appears secure and grip levels are maintained. There’s the danger of overstepping the mark, of course, but if you know what you’re doing then the GT2 RS is exhilarating. You realise that the car has incredible turn-in precision and bite: where lower level 911s will understeer if you carry too much entry speed, the GT2 RS just digs in and grips.

The GT2 RS is so well put together, and even though many panels are lightweight and insulation

material is at a minimum, the interior road and wind noise is minimal – although when out on the track, attention is wholly focused on the fast-approaching apex ahead.

It’s on this note that Bigmore makes a perfect summary: “Even with its intimidating power levels, the GT2 RS always feels predictable and manageable in a way that a 620 PS car just shouldn’t. If you allow it to, the engine can utterly dominate the experience, but it doesn’t have to. It is quite simply a masterpiece.”

So, is it brutal? It can be. Is it aggressive? It could be. Is it overpowered? Not likely. What makes the Porsche 911 GT2 RS so exceptional, then, is the fact that it is just so phenomenally powerful and exhilarating in one breath, yet susceptible to being tamed and understated in another. Stepping away from the car for the last time, I wished Porsche had made a few more of them – but then, would more people be brave enough to pilot one? **911**

911 GT2 in numbers

Think a GT2 of any generation is hard to come by? These figures highlight just how premium a GT2 RS is.

Model Year	Type	GT2	GT2 RS
1996	993	141	
1997	993	32	
1998	993	21	
2001	996	247	
2002	996	716	
2003	996	233	
2004	996	73	
2005	996	18	
2007	997	16	
2008	997	939	
2009	997	287	
2010	997		497
2011	997		13

“The driver remains in
comfort throughout – there’s no
sign of a widowmaker 911 here”





World leaders in classic Porsche® Automobile panels



Want the best for your classic?
Work with the best in the industry.



Save time and money on your restoration.
Watch our Free YouTube "How To..." Video Series Now!

<http://goo.gl/fU159>



24 Hayes Avenue, Guelph ON • TEL: 519-836-3555 • FAX: 519-836-3577
www.Restoration-Design.com

WorldMags.net



RENAM

René Metge

Porsche's 'Desert Hero' reminisces on a remarkable motor racing career most noted for his unrivalled success on the notorious African rally

Written by **Kieron Fennelly**
Photography by **Kieron Fennelly** and **Porsche AG**



The French call him a 'touche à tout de l'automobile', for indeed, René Metge has done most things in his 50-year automotive career. National champion several times in saloons from Renault Gordinis to Triumph Dolomites and Rover

SD1s, Metge has raced single seaters and driven a variety of Porsches in six attempts at Le Mans. He ran France's largest Land Rover dealership for 20 years, has been a racing team boss, and devised and managed epic rally raids across Africa and Asia. But René Metge's real claims to fame are his three wins in the Paris-Dakar Rally, including two in Porsches.

Total 911 met him after the 30th anniversary of that scintillating victory in the first 4x4 911 in 1984.

They say petrol runs in your veins. Is that how you became interested in motorsport?

You're right, I think it must be something very deep in us. My father wasn't into cars, but opposite our house in Montrouge (on the south side of Paris) was a garage run by Henri Novo, who had worked at Molsheim and was probably France's foremost Bugatti specialist. There was a constant coming and going of racing Bugattis, Samsons and other powerful cars, and I was fascinated. I left school, and after technical studies went to work at a garage belonging to a friend of mine

ESSENTIAL FACTS

- Metge is married to the sister of French comedian Coluche.
- His first track win (in a Cooper S) was against rock star Johnny Halliday in a 4.7 Mustang.
- He co-drove the Dakar with Halliday 30 years later, but claims he never went to his concerts...
- For almost a decade, Metge was France's largest Land Rover distributor.
- The 1984 Dakar win was the first by a proper sports car – until then it was dominated by far slower 4x4s.
- Metge was the inspiration behind the revival of the traditional 'African' Dakar in 2009.

from school. The garage also prepared and raced a Cooper S and an Abarth, and after a couple of years the patron asked me if I'd like to race the Cooper, as I'd worked so much on it.

You were French champion five times...

My brother and I saved up enough to buy a Renault 12 Gordini, and I was champion in 1972. That got me an introduction to Ralph Broad (of Broadspeed fame), and he put me in a Triumph Dolomite for a couple of more championships before I graduated to the Rover SD1, which we called 'the ambulance' because it was so long!

When did you discover desert rallying?

I drove the Abidjan-Nice Rally in 1977 and again in 1978. That was the event where organiser Thierry Sabine disappeared in the desert and had to be rescued. That really put the Africa Rally on the map, and it was reborn as the Paris-Dakar.

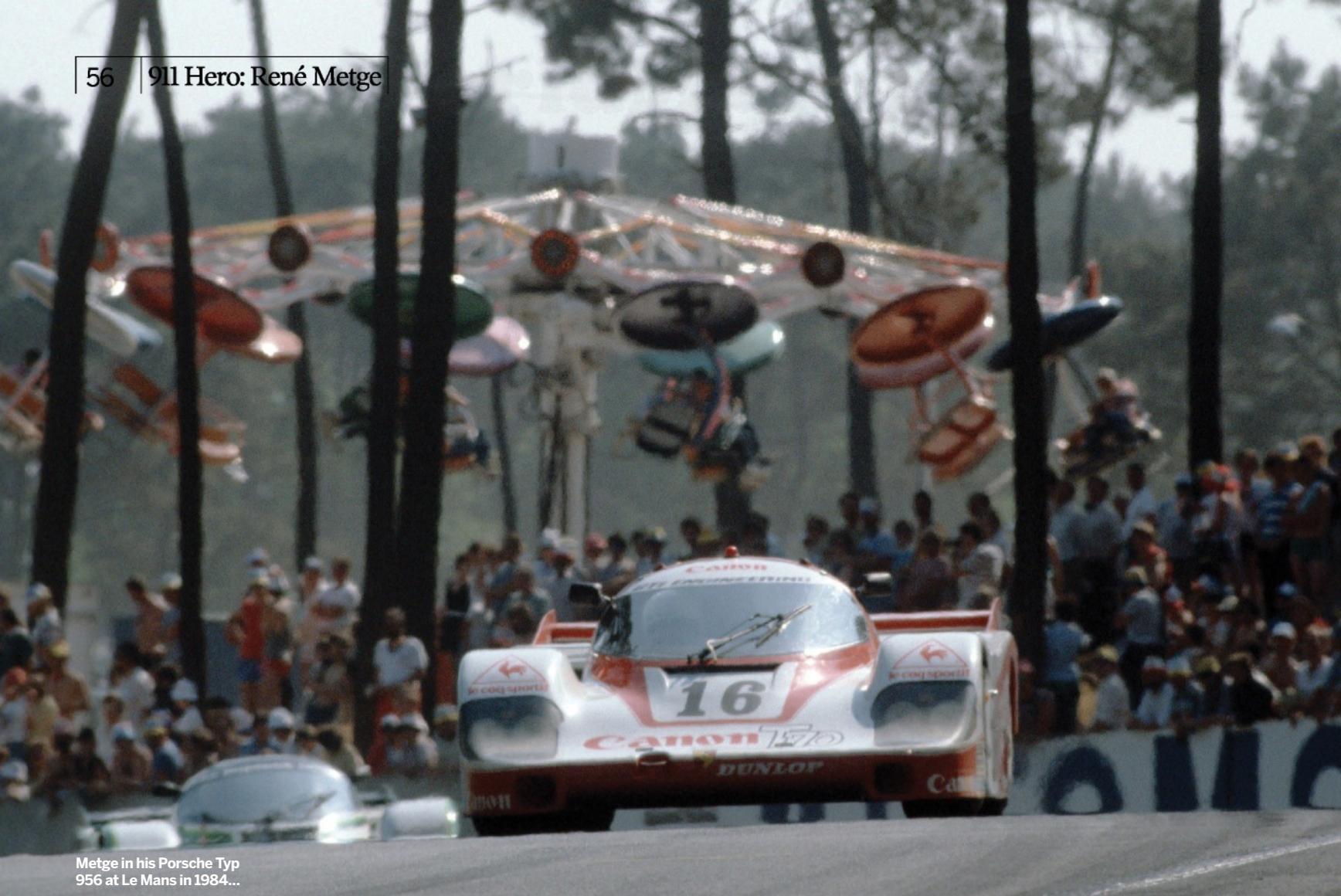
What is the attraction of Africa for you?

As a kid, I was always intrigued by the Tuareg people. On fete days they used to dress up, and the men must have used some kind of dye, because they looked blue; we called them 'les hommes bleus', and they were said to come from the edge of the desert. I was intrigued by this notion of the desert, and longed to see it. When I finally got there, I was captivated by the sheer emptiness: in Mauritania you can be the only person for 300 kilometres in any direction. Even now, every time I return I see something new – perhaps in the play of the light on the horizon.

What did you race there for your first time?

As British Leyland agents, we prepared a Range Rover for '77, and the following year a Leyland Marathon truck. After that I went back to Range Rovers. I won in 1981.

How did your involvement with Porsche at Dakar come about? ➔



Metge in his Porsche Typ 956 at Le Mans in 1984...



...and celebrating his victory in the Dakar rally of the same year



Driven by Claude Ballot-Léna and René Metge, the Porsche 961 approaches the pit straight at Le Mans in 1986 on its way to a fine seventh place finish

I wasn't going to do the Dakar again after I was unfairly disqualified in 1983. Anyway, I was driving at Le Mans, and the TWR Rover with Steve Soper and Andy Rouse was very competitive. It was through Jacky Ickx that I returned. In the 1983 rally, my service team on my instructions had stopped to help Ickx – a petrol pump relay had failed – when he was leading and I was in second place. He got going and won, which for me encapsulates the spirit of the Dakar: competitive, but not dog-eat-dog.

Was Ickx returning the favour?

No, that wasn't the main reason. Ickx was preparing a Porsche team to tackle the Dakar, and he saw me as experienced and competitive. At first he didn't tell me anything beyond a mysterious "René, I may have something for you" message, then I was off to the Sahara reconnoitering and testing the 953 with Roland Kussmaul.

Kussmaul told us he was amazed at your "feel" for the desert. He describes how on one occasion you stopped dead at high speed because you sensed that the sand ahead was wet and the car would bog down. He thought you could smell it!

Does he really remember that? [laughs] I'd forgotten completely. We were doing 205kph (127mph), the fastest we'd been, but I could see greenery ahead, and I knew it meant water.

How did you get on with Kussmaul?

I didn't understand German and he couldn't speak French, so we communicated in sign language, but we

understood each other perfectly. After a while I could often tell what he meant from just a look.

What did you think of the Porsche operation?

I knew the 911 because as a correspondent for VSD [a Paris-based news magazine] I had done reports on them. I especially remember the first Turbo – impossible to keep it on the road in the wet! But those weeks testing the 953 were my first long exposure. I thought the car was superbly prepared, and Roland's thoroughness was incredible. None of the team had any desert-driving experience, and Roland took the time to ensure that the mechanics grasped all the detail. He had me take each guy out individually in the 953 every evening to get a precise feel for how the car behaved in the conditions. I'm full of admiration for Kussmaul.

Was winning a struggle?

No, the car was outstanding; faultless. The engine died at one point, but it was only the DME that worked loose. I broke the front dampers when I miscalculated a jump, and we had two punctures – that was all. When I finished the special stage in the lead at Tamanrasset in Algeria, Peter Falk came up to me, shook me by the hand and said, "Thank you for bringing the car home in one piece." I was quite moved: it was completely unexpected, but the Porsche people always had this humility, and they did everything to succeed, but it was as if they didn't expect success. I realised afterwards how limited their resources were: for all the testing there were just seven of us, and they couldn't afford to lose a car.

What happened in the 1985 Dakar Rally?

We should have won that. We had the 959, but despite not having any turbochargers we were leading. On a rest day the mechanics took the engine and gearbox out for a routine check, and when they reassembled it they twisted an oil pipe, which developed a slight leak. We didn't realise until the next day when the oil warning light came on, by which time the engine was beyond repair.

How much difference did turbocharging make?

We did no desert testing prior to the 1986 race. I went to Weissach to collect the car and bring it to the start in Paris. Kussmaul came with me and said to go flat out, so we wound it up to 285kph (177mph) on the Autobahn, and the front was lifting alarmingly. In the desert, we didn't go over 240kph (148mph), but the 959 had fantastic speed: over seven days we averaged 148kph (92mph)! It was absolutely reliable, too: a tyre chafed a turbo hose, and we were a little down on power at the end, but it didn't matter.

At one point the steering became very vague and we were going over 200kph (125mph), then I realised that the steering wheel nut was loose. I slowed down and my co-driver grabbed a spanner and torqued it up. I wasn't going to mention it, knowing Roland would want a full account and give the mechanics a roasting, but someone made a joke that evening about losing the wheel, so he found out anyway! Kussmaul imposed such discipline – that's what made Porsche so successful; nothing was left to chance. They tried to anticipate everything that might go wrong, and never stopped trying to improve things. 🔄

Metge with team-mate Dominique Lemoyne after their successful Dakar rally in 1984



One of the many challenging obstacles along the notorious Paris Dakar route





Metge in his 1987 944 Turbo Cup car

Porsche asked you to drive at Le Mans.

Yes, it was a great honour, as I had never had a works entry at Le Mans. It was the 961, the tarmac version of the 959, and I was paired with another old Porsche hand, Claude Ballot-Léna (who came sixth in 1970 with the 914/6). It was an exhausting race on a hot day, and the inside of the car was an oven. Claude got into trouble very early with cramps and tendonitis, he was driving 50-minute stints, and I went out for four hours at a time, the maximum allowed (with barely an hour in between). Then in the last hour Claude was visibly losing ground, and Kussmaul brought him in. Roland practically had to lift me into the 961, because I was completely shattered and dehydrated, and anyway I thought I'd finished my duties.

We were seventh and leading our class with only group C cars in front, but in danger of losing the place. He told me to come in after a lap if I couldn't continue, but back behind the wheel I was soon at my earlier lap times and hung on to seventh. The following year we crashed out early: I was 46 and 1987 was my last Le Mans. In 1988 I went as a spectator and got a huge ovation from the whole team when I went over to the Porsche pit. That touched me to my heart.

Did Porsche management ever acknowledge your successes?

No, but everyone up to Peter Falk was very appreciative, and that's what counts for me.

Did your competitive driving end here?

I could have continued: Mitsubishi wanted me, but after some fantastic years I decided that nothing else could compare with Porsche, so I retired. I don't regret this decision, as I'd already been asked to

organise the Paris-Peking Rally, and from that came the Paris-Moscow Rally.

What's the attraction of managing these transcontinental events?

I like the challenge, and I like working with people. You succeed because of the relationships you develop. With Paris-Peking we had to cross a border between Russia and China, which was closed because of a territorial dispute. But the rally had to go that way: it was the only route, otherwise the rally wouldn't work. I explained this to the authorities on both sides of the divide, and they opened it for us. I was proud of the fact that our efforts had got both parties talking again. It's amazing what you can do when you keep politics out of it. They all wanted to see the cars – that's what united them.

Today, you are associated above all with the reborn Dakar: the Africa Eco Rally. What is the background of this event?

After four French tourists were killed by separatists in Mauritania, the traditional Dakar was cancelled because the organisers couldn't get insurance for that section, so the whole event moved to South America, and in doing so it changed a lot. It's a much more controlled rally now, and leaves a lot less to chance, and some of the element of adventure has gone. Moreover, it's a lot more expensive. We re-established the 'old Dakar' in 2009 as an alternative for competitors who preferred the traditional rally.

As a business proposition, is it working?

We started with ten cars, and in 2014, with little over 100, we'll have reached a critical mass, and we'll

limit it at that. That way we conserve the old Dakar spirit. It's what competitors tell us they want. My roles are route planner and technical advisor. It's a busy schedule – I'm involved full time from August to February, then I have a few months off before it all starts again.

What's the nature of your involvement with Porsche these days?

I don't own a Porsche myself – it's not a practical car in Paris; I'm an ambassador for Porsche France. I did the Cayenne launch in Sardinia, and I'm on the Macan presentation in June.

What do you think of the 991?

The 911 is still an extraordinary sports car. It never ceases to surprise me how Porsche changes details with each new model without losing its character. The 991 has a longer wheelbase and wider track, but I can still feel that 3.2 from 30 years ago. Porsche always seems to add more, but the way the controls fall to hand and the way the car responds to the driver is the same – ah, and the sound of those exhausts.

Can Porsche win Le Mans this year?

The practice times are promising, but it's their first time back after 15 years. I think Peter Falk is right that the only racing experience that counts is endurance.

Looking back, how do you view your career?

Porsche gave me my six best years. For a driver like me, what counted enormously was Porsche's openness and humility. I couldn't have done any of it without that. I adore the company – Porsche France knows I'd do anything for them. **911**

996 TURBO



The rear spoiler was unique to the Turbo and was raised hydraulically at 75mph, helpfully flagging your speed to law enforcement!

“

THERE WERE CHANGES THAT INSTANTLY SET THE TURBO APART FROM ITS NORMALLY ASPIRATED BRETHREN

”

Hollow-spoke alloys assisted with aerodynamics and brake cooling, and hid steel brakes or PCCB items

The 996 had already caused waves in the 911 world thanks to its water-cooled engine, but was the Turbo the car to mollify the detractors?

Written by **Chris Randall** Photography by **Phil Steinhardt**

Not everyone was a fan of the 'runny-egg' headlamps, although the Turbo was the first 996 to sport the improved 'facelift' lights



Model Year	996 Turbo (2002)
Engine Capacity	3,600cc air-cooled flat six
Compression ratio	9.4:1
Maximum power	420bhp @ 6,000rpm
Maximum torque	560Nm @ 2,700-600rpm
Maximum torque	Six-speed manual or five-speed Tiptronic automatic, four-wheel drive
Suspension	
Front	MacPherson strut with coil springs; antiroll bar
Rear	Multi-link with telescopic dampers, coil springs; antiroll bar
Wheels & tyres	
Front	8x18 inches, 225/40/ZR18
Rear	11x18 inches, 295/30/ZR18
Dimensions	
Length	4,435mm
Width	1,830mm
Weight	1,540kg
Performance	
0-62mph	4.2 secs
Top speed	189mph

The 996 was something of a revelation at launch, not least because it introduced 911 buyers to the world of water cooling. Needless to say, this development wasn't met with universal approval, despite being caused by legislative changes that Porsche had no control over. We've previously looked at the 996 as a buying proposition, but one model that did hit the mark was the Turbo that arrived in 2002.

In terms of style, the 996 embraced the familiar 911 DNA – even if Pinky Lai's design was somewhat smoother and less aggressive than previous iterations. But there were changes that instantly set the Turbo apart from its normally-aspirated brethren, most noticeably at the front and rear. The front bumper was now deeper and contained a trio of large air intakes that fed much-needed air to the three engine-cooling radiators and the air-conditioning condenser. Incidentally, Porsche claimed that those radiators offered a 50 per cent larger cooling area and ten per cent improvement in

overall cooling capacity compared to the outgoing and air-cooled 993 Turbo.

Cast your eyes towards the muscular rear wings – 66mm wider than a standard Carrera – and you'd come across intakes ahead of each rear wheel arch that force-fed air to the twin intercoolers, before arriving at a bumper unique to the Turbo with vents that helped draw air through those side intakes. Also new was the rear spoiler, the upper portion of which was lifted 2.4 inches by hydraulic rams when the speedometer hit 75mph. Overall, the 996's body was claimed to be 45 per cent stiffer than its predecessor – and lighter too – thanks to the greater use of Boron steel, high-strength steels and tailored blanks in key areas. It was also more aerodynamic than the 993, boasting a drag coefficient of 0.31 thanks to the smoother bodywork and extensive use of underbody panelling.

But the star of this particular show was to be found at the rear, hidden beneath various covers and bits of plastic trunking. So while the 3.6-litre unit didn't look that dramatic when you peered

in the engine bay, there was no doubting the depth and effectiveness of the engineering. Rather than the occasionally troublesome M96 motor found in other 996s, the engine was based on that found in the 993 Turbo, and it was one that benefitted from Porsche's obsessive attention to detail.

At its core was a light-alloy crankcase, Nikasil-coated cylinders, lightweight aluminium pistons and forged connecting rods, with chain-driven camshafts incorporating VarioCam Plus variable valve timing. A dry sump system took care of lubrication, while the boost was provided by a pair of KKK turbos sucking air through twin intercoolers. With a 9.4:1 compression ratio and Bosch's 7.8 Motronic management system keeping a tight rein on proceedings, the result was a storming 420bhp at 6,000rpm, 560Nm of torque and

TURBO TIMELINE

1974

The first 911 Turbo arrives with a 3.0-litre engine and single turbocharger, delivering 260bhp

1977

The revised version is announced, with 300bhp of power thanks to a 3.3-litre engine and intercooler

1989

Production of the 930 generation of Turbo models ends with over 21,000 examples sold

1990

964 Turbo appears with a version of the 930 3.3-litre engine and 320bhp, later a 3.6-litre engine is produced

1995

993 Turbo arrives with more power and fitted with twin turbochargers, plus four-wheel drive

2000

Power rose to 420bhp with the arrival of the 996, the first of the water-cooled Turbo engines

2006

The Gen1 997 Turbo is introduced with even more power, now 480bhp, and Variable Turbine Geometry

2009

Porsche release Gen2 997 Turbo with 500bhp plus a Turbo S with 530, before the arrival of the 991 Turbo



SPECIALIST VIEW

"The 996 Turbo has been an interesting car to track. We noted that values hit an all-time low around the £20,000 mark. Unfortunately, this meant some cars slipped into the hands of buyers that perhaps couldn't maintain what was once a £100,000 supercar, and as such these cars can be financially ruinous. The Turbos to get involved with are cars with excellent histories. Really, £26-27,000 is now the entry point. Manual Coupes are the car of choice, with X50-optioned cars commanding a premium and Turbo S variants leading the way on values. As the resurgence in 996 values has just begun, the 996 Turbo is becoming a modern classic, but one that can hold its own against more modern machinery. If current classic 911 prices are anything to go by, I would buy one now."

Greig Daly, RPM Technik

Purposeful dual exhaust tips were further unique additions, mounted in a redesigned apron that drew air through the wing-mounted intakes



The active rear wing on the 996 was a Turbo first, and is a trait embodied on the 911 with forced induction today



“

JUST FIVE PER CENT OF THE POWER WAS SENT TO THE FRONT AXLE IN NORMAL RUNNING, ALTHOUGH THE ELECTRONICS COULD INCREASE THAT TO UP TO 40 PER CENT AT MAXIMUM ATTACK

”

a power to weight ratio of 272bhp per ton. It was capable of firing the car to 60mph in 4.2 seconds and onto a shade under 190mph. Even those purists that bemoaned the lack of air cooling couldn't fail to be impressed by numbers like these, which are still more than respectable for a supercar today.

Responsibility for getting power to the road – and keeping your precious 996 separated from hedges and other road-side furniture – fell to a viscous-coupled four-wheel-drive system. Just five per cent of the power was sent to the front axle in normal running, although the electronics could increase that to up to 40 per cent at maximum attack, and it was backed by the full gamut of microprocessor-controlled safety systems, including Automatic Brake Differential, which braked a spinning wheel to restore grip, and Porsche Stability Management.

Buyers opting for six-speed manual transmission got a cable-operated shift that Porsche claimed reduced weight and vibration, while the gearbox featured redesigned internals for a quicker shift and greater longevity. A dual-mass flywheel was standard, as was a servo-assisted clutch mechanism similar to that seen on the 993 Turbo.

But if you wanted access to the performance to be a little easier to come by, you could now specify your Turbo with a five-speed Tiptronic automatic gearbox. Many owners did, and while outright performance suffered slightly – a 0.6-second drop in 0-60mph time and 4mph slower overall – the ability to perform easily repeatable full-bore starts without fluffing your lines was seen as ample compensation by many. Manual shifts were managed by switches on the steering wheel, and while they were less



Porsche didn't skimp on luxury kit for the Turbo, and most owners duly obliged by raiding the options list. Popular additions were an upgraded Bose hi-fi and the PCM system with satellite navigation and telephone, although the handset looks dated here in a world of smartphones and Bluetooth



X50 POWER

As always, Porsche was on hand to offer the discerning 996 Turbo buyer something extra – just as long as they were prepared to pay around £6,000 for the privilege. The X50 Power Kit offered from 2002 boosted power and torque to 450bhp and 620Nm respectively courtesy of tweaks to the turbochargers, intercooler and ECU. Some balked at the extra cost, but it was effective, the 0-60mph time being shaved by a couple of tenths, with the 100mph barrier broken in around nine seconds. In 2005 the Turbo S was to prove a fitting end to 996 production, even if the £99,300 price tag was a touch eye-watering (the Turbo S Cabriolet weighed in at an even loftier £105,000). However, you did get the

X50 modifications as standard along with the PCCB carbon-ceramic brakes, PCM with satellite navigation, the top-notch Bose hi-fi with CD changer and numerous other luxury accoutrements.



Although these weren't the most comfy seats to come out of Zuffenhausen, the leather trim was standard, and there was electric operation for them, too



BUYING TIPS

It will come as no surprise that a 911 with this magnitude of performance and ability needs proper looking after. An unimpeachable service record is also a must, as a neglected car could easily become a money pit.

- **Bodywork:** A history check will reveal any previous accidents, but keep an eye out for damage underneath caused by circuit 'offs'.
- **Engines:** Few inherent problems, but it's worth ensuring that the unit is leak-free and doesn't exhibit any electrical issues. They will take tuning, but ensure you're happy with what's been done before committing.
- **Cooling system:** The cooling radiators and air-con condenser can become clogged with debris, leading to corrosion. Check them thoroughly, as replacing the whole setup won't be cheap.
- **Transmission:** Expect some noise from the four-wheel drive system, but it shouldn't be excessive. Tiptronic automatic was popular and should be smooth, but check that the steering wheel switches work.
- **Suspension/Brakes:** A complete overhaul will be pricey, so don't skimp on the checks here. Given the eye-watering replacement costs, it's worth considering whether you really need the PCCB items.

“

AS YOU'D EXPECT, THE TURBO BENEFITTED FROM THE UPDATES THAT WERE APPLIED TO THE REST OF THE RANGE OVER THE ENSUING YEARS

”

handy than the now ubiquitous paddles, they worked well enough on the whole.

Porsche paid plenty of attention to the rest of the mechanicals too. 10mm lower and with extensive use of lightweight alloys, the front suspension was still a MacPherson strut arrangement, but new bearings for the control arms improved wheel location, while the shape of the steering knuckles was tweaked for optimum brake cooling.

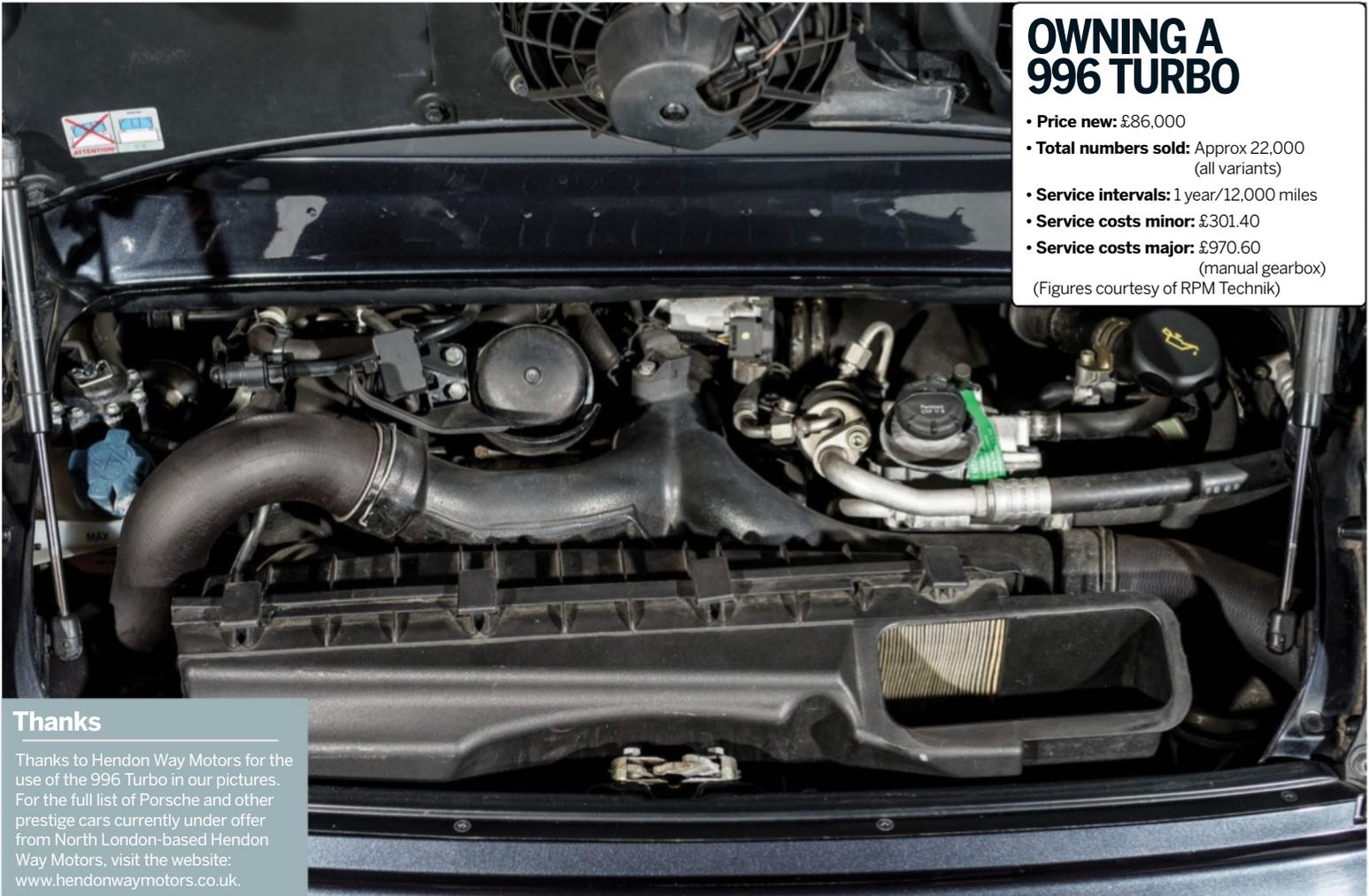
At the rear was the same multi-link setup found on standard 996s that was mounted on a separate subframe, although the wider track demanded some changes, like the use of longer control arms. The deliciously accurate rack and pinion steering featured speed-sensitive hydraulic assistance.

Make full use of the turbocharged shove, and you could reel in the horizon at a ferocious rate, so the attention Porsche had lavished on the brakes was more than welcome. The standard arrangement comprised 330mm steel discs that were cross-drilled and ventilated, and gripped by 'Big Red' four-piston calipers, backed by Bosch 5.7 ABS.

For those with track action in mind, you could specify your Turbo with PCCB carbon-ceramic stoppers. Claimed to offer a 50 per cent weight reduction over steel items, disc diameter grew to 350mm and the yellow calipers now contained six pistons. Fronting the anchors were 18-inch hollow-spoke 'Turbo II' alloy rims wrapped at launch with Pirelli P-Zero rubber. Not only did the new design contribute to a reduction in aerodynamic lift; they also helped draw hot air from the brakes and saved ten kilograms overall compared to the solid-spoke items. Those prone to such detail could tell them apart by checking the rear of each spoke – rounded when hollow rather than ribbed.

Head inside, and buyers enjoyed the extra room and strong build quality of all 996s, and there was plenty of standard kit too. Leather upholstery adorned the electrically adjustable seats, while climate control and an electric sunroof were included. You also got 'Litronic' bi-xenon headlamps and a top-quality hi-fi system, although it was easy to see the price approach six figures if you got carried away with the options. Most opted for the PCM communications system with satnav, while upgraded Bose sound and different interior finishes were temptations. There was also an extensive range of exterior colours, although most opted for the resale safety of darker hues, leaving Speed yellow for the more flamboyant buyer.

As you'd expect, the Turbo benefitted from the updates that were applied to the rest of the 911 range over the ensuing years. 2001 saw a series of minor tweaks, including electric releases for the front and rear lids, replacing the cables and aluminium levers fitted at launch, while a software update in that year improved the throttle response. Cabin upgrades for the 2002 MY were more extensive, including an opening glovebox lid, cup holders, improved ventilation and some softer-touch



OWNING A 996 TURBO

- **Price new:** £86,000
 - **Total numbers sold:** Approx 22,000 (all variants)
 - **Service intervals:** 1 year/12,000 miles
 - **Service costs minor:** £301.40
 - **Service costs major:** £970.60 (manual gearbox)
- (Figures courtesy of RPM Technik)

Thanks

Thanks to Hendon Way Motors for the use of the 996 Turbo in our pictures. For the full list of Porsche and other prestige cars currently under offer from North London-based Hendon Way Motors, visit the website: www.hendonwaymotors.co.uk.

plastics. Rain-sensing wipers and an auto-dimming interior mirror were added, while the Bose stereo was standard. Crash safety and body stiffness also increased, and the arrival of the Convertible variant in 2003 meant you could enjoy some rapid hair ruffling if al fresco motoring was your bag.

The 996 wasn't always welcomed with open arms, but it proved that Porsche's turbocharging mojo was as strong as ever. Air cooling might have gone, but this iconic sports car remained in the rudest of health, and the 996 Turbo is now considered one of the best-value supercars on the used car market today. **911**

"I'VE GOT ONE"

"I remember the 996 Turbo's release fondly, a month or two before my 18th birthday. I saw it on *Top Gear*, and thought 'One day, one day.' Well, that day was yesterday! The surroundings are familiar next to the C4, but behind the wheel it feels totally different. The steering is a lot heavier, the chassis feels more planted, and there's less body roll. Power delivery is incredible, the torque is just stupendous, and it's very fast, even when you're just pootling through the gear. Its limits, at least at this point, seem to be moons ahead of mine, and I do find the car somewhat intimidating - which is the point, right?"

Joel Newman



993 WINDSCREEN TROUBLESHOOTING

Does your windscreen make a creaking sound or have rust building around it at the base? These two problems could well be linked, as Total 911 investigates...

Written by **Paul Rahlan** Photography by **Paul Rahlan & Total 911**



There are a number of symptoms to look out for when diagnosing a poorly fitted windscreen. While aurally you may notice a 'creaking' sound while driving, visual clues can lurk in the outer trim. Check for a bulbous or convex appearance here, as well as the trim turning up at the edges, as signs of previous poor workmanship

Production of the Type 993 in 1993 proved to be a significant evolution in the timeline of Porsche's premier sports car. This new generation featured many changes over its predecessor – the 964 – and by design transfigured the ever-evolving 911. The car has since been held in high acclaim by petrolheads and collectors alike as the last patron of Zuffenhausen's air-cooled flat six, but aside from the potential development of rust in the wheel arches and oil leaks from valve covers, there may be an altogether more transparent problem lurking on your 993 – and from the driver's seat, it could be right in front of you.

Glazing a windscreen directly to the chassis (also known as bonding) is purported to contribute towards a car's torsional rigidity. Furthermore, to operate efficiently, a deployed front airbag needs to be supported by the vehicle structure, in particular the bonded windscreen. The 964 featured an indirectly glazed windscreen (held in with a rubber gasket, in turn sealed with Butyl to keep it in and water out). However, radicalising the way both front and rear glass was fitted to the 911 in 993 guise created two potential issues: rusting of the area around the windscreen, or the windscreen itself creaking. Both problems are as common as the other, yet the two can often be linked.

By definition, oxidation is secondary. While galvanising the chassis provides a good defence, there are other factors that come into play, none more so than having the windscreen replaced. In the time leading up to the car needing a windscreen replacement, undesirable elements are potentially hard at work. Any problems emanating from this will only become apparent in their advanced stages.

Around the perimeter of the glass on a 993 is a trim frame. This is a channel which is encapsulated – in a polyurethane adhesive, referred to in the trade as 'PUR' – as part of the edge of the glass. It bears a groove into which the outer 'seal' slots, very similar to tongue and groove seen in woodwork. Very few car designers opted for a 'two-piece' trim design, and while there are probably better ways to edge-protect and embellish glass, this trim is not such a bad idea. However, the problems are rooted deeper than the characteristics of a moulding.

With the glass bonded in place using an automotive glazing graded and specific PUR and set correctly in its rebate, there's a gap around the perimeter. This gap, like the 964, collects water, and unless you become deft at mopping it up every time you wash the car or get caught in a downpour mid-drive, it's only a matter of time before you're reluctantly writing out a cheque to a body shop to fix your water ingress problem – a recipe for one of the most damaging problems on ageing 993s. To paint a picture of what water ingress is doing to your car, simply lift the trim, add water and season with salt. Add some washing detergent, sprinkle in some fine grit and then leave the windscreen to marinate in liquor – preferably in a damp atmosphere – for a few months.



If the bottom of your 993 windscreen looks like this, then water will likely have already compromised the area



Check for signs of delaminating as a surefire warning that water has breached the windscreen...



... while removing the outer trim could reveal water pooling in more serious cases

The bottom edge of the windscreen will also be immersed in water. When moisture comes into contact with the PVB (a sheet of Poly-Vinyl Butyral sandwiched between two layers of glass, which all form a laminated windscreen), the reaction causes an irreversible milky-white appearance. You may also notice that the radio antenna is no longer as receptive as it once used to be, and instead your ear should now be tuning into a discernible creaking or vibrating noise coming from the front of the car as the once snugly bonded windscreen components continue to degrade and separate from one another.

Corrosion or not, sooner or later windscreen replacement is inevitable here – and not just for irreparable cracks. Often, the surface pitting gets to a point where oncoming headlamps, or even on a bright and sunny day, the light being refracted by each micro crater can make driving potentially hazardous. No degree of polishing will restore the shot-blasted surface, certainly without creating distortion in the glass. At this stage, if the car hasn't suffered the cancerous affliction of rust, the odds of it being pushed towards such a state could shorten depending on who's replacing the windscreen.

As simple and straightforward as replacing a 993 windscreen may seem, getting the alignment, angles, camber and height wrong will result in excessive movement of the windscreen owing to insufficient contact between the two surfaces, and thus creating the 'creaking' noise. This can range from sounding like the pitter-patter of rain to the noise generated by a helicopter blade.

The likelihood of a rust issue is increased by the careless use of tools (or use of inappropriate tools) when removing the existing screen. The trick is to remove the glass and cut back the old cured

PUR without damaging the pinchweld. However, damage is sometimes unavoidable, and the painted aperture will often suffer a nick here and there. A careful assessment must be made at this point, and depending on the level of damage or corrosion, an appropriate agent used.

One common misconception in bonded windscreen procedure is what the black (adhesion promoter) primer is for. Bare metal is best treated with an 'acid' etch primer, which would also provide better protection over scratches. Surface oxidation can be rubbed down and neutralised, but anything below the surface will need proper attention, which can only come from a more aggressive approach to arrest the rot.

Other tell-tale signs of a poorly fitted 993 windscreen or heated rear window include the outer trim curling back in on itself, giving a bulbous or convex appearance, or the PUR being visible from the inside of the car. Damage to the VIN plate is another casualty that rates highly on the complaints list, as is being able to see the radio antenna, which should be completely concealed along its route to the signal booster. So there are many signs to check for when assessing the health of your screens, but thankfully these problems can be fixed. On the back of a heavy winter, now might be the time to check the glass in your 993... **911**

Thanks

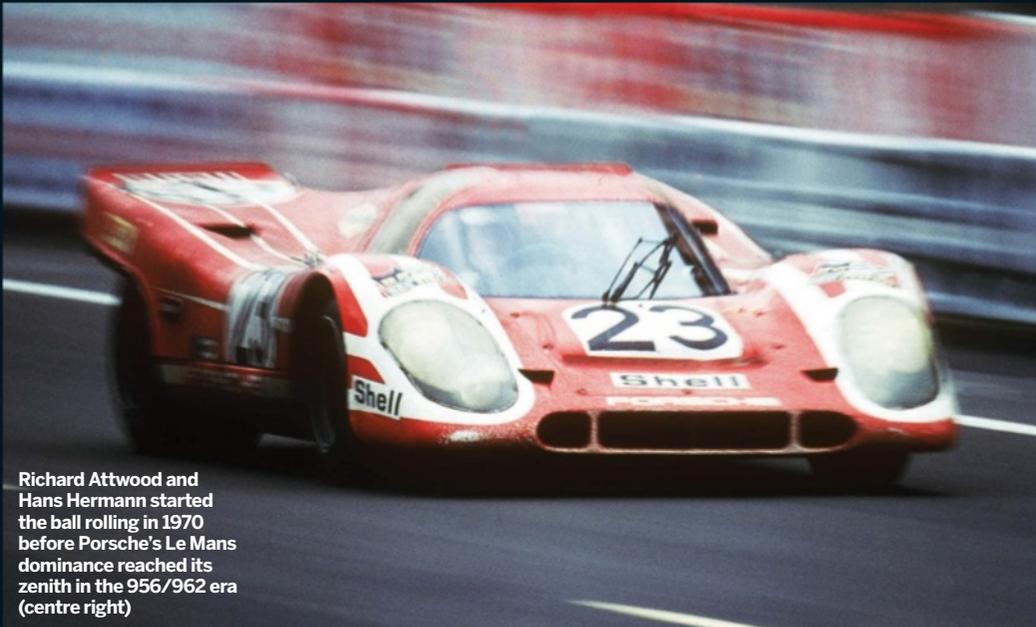
Thanks to Paul Ralhan at Glasstec Automotive for the invaluable insight into the health of 993 windscreens. Further information on the variety of windscreen repair and glazier services offered by Paul at Glasstec Automotive can be found via the website www.glasstecauto.co.uk or by calling 07974 216 953.

THE ROAD TO Le Mans

2014 marks Porsche's top-class return to La Sarthe. Total 911 charts Weissach's Le Mans history and analyses the factory's chances this June after watching the 911 and 919 in action at the Silverstone WEC opener

Written by **Josh Barnett** Photography by **Porsche AG & Glen Smale**





Richard Attwood and Hans Hermann started the ball rolling in 1970 before Porsche's Le Mans dominance reached its zenith in the 956/962 era (centre right)



Seven 917s started in 1970 as Porsche took on Ferrari. 936s (left) would dominate after Maranello's exit ahead of the 1974 season

Tre Rouge. Arnage. Mulanne. Among the corner names at the 8.469-mile Circuit de la Sarthe, one stands out among the collection of fearsome French bends: the Porsche Curves. Added to the Circuit des 24 Heures in 1972, only the first sweeping right-hander is officially known as 'Virage Porsche'. However, when the right-left-right-left sequence was initially built, the entire sequence was renamed to honour Porsche after the Stuttgart manufacturer reportedly helped to finance the track's redesign.

By the time of the new corner's inclusion, Porsche had already collected two outright victories in the prestigious 24 Hours of Le Mans, the first of which came in 1970 thanks to Richard Attwood and Hans Hermann. Driving for the works Porsche Salzburg outfit, the Anglo-German duo romped home in their 4.5-litre 917K.

Heavy rain for much of the race's duration led to many of the leading lights dropping out, while the 4.9-litre 917S encountered mechanical problems, leaving Attwood and Müller to take the chequered flag five laps ahead of the psychedelically-liveried

Martini Racing Team 917LH of Gérard Larrousse and Willi Kausen. In third was a Porsche 908/02L, ensuring a Weissach podium lockout.

It was a fitting end to a race that had been started by Ferdinand Anton Ernst Porsche dropping the Tricolour. Ferry's appearance at the race marked 20 years since Porsche's first Le Mans start in 1951. On that occasion, a sole Porsche 356/4 SL Coupe, featuring faired-in wheels, became the first German car to participate at La Sarthe since World War II. Driven by French racers Edmond Mouche and Auguste Veuillet, the 356 was the first 1.1-litre Sports class entry home in 20th overall, completing 210 laps of the then-8.369-mile track.

Just seven attempts later, Porsche would make the overall podium as Hermann and esteemed Grand Prix racer Jean Behra guided a 718 RSK Spyder to third place. However, Porsche's next Le Mans podium wouldn't come until 1968, when a privately entered Swiss 907L achieved second. In the intervening period, though, the Porsche 911 had made its debut in the legendary 24-hour enduro.

In 1966, a 911S was entered under the 'J Franc' banner. Like Porsche's Le Mans bow in 1951, an

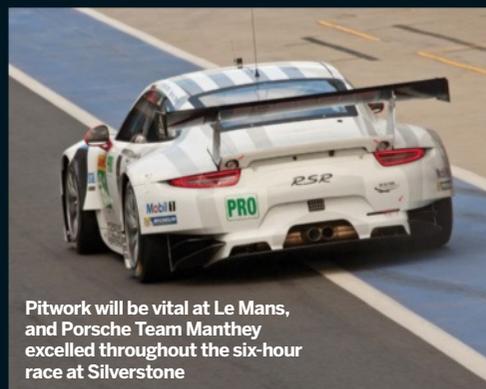
all-French pairing was at the wheel and, after completing 284 laps, Jacques Dewez and Jean Kerguen brought the iconic sports car home first in class (14th place overall). It would be the first of 100 Le Mans class victories racked up so far by the 911, the latest two of which came in the GTE-Pro and GTE-Am classes in last season's event.

After the 917's two-year reign at La Sarthe, it was the turn of the turbocharged Porsche 936 to reign supreme around Le Mans. The open-top prototype headed the field in 1976, 1977 and 1981, with sports car legend Jacky Ickx sharing driving duties on all three occasions. When the 936 wasn't winning, the 911-based 935 was doing its fair share, taking victory in 1979 in Kremer's 'K3' specification.

By the Eighties, Porsche had become synonymous with the French endurance race, a reputation aided by one of the most potent race cars ever built: the 956. This ground-effect Group C car was never beaten at Le Mans. Winning on its debut in 1982, the 956 was also a popular steed for privateers who used it for good effect, especially in 1984 and 1985 when Joest Racing (now of Audi fame) took overall victory.



With a full factory effort now operating in the USA, Porsche chose Silverstone rather than Spa for their traditional Le Mans test event



Pitwork will be vital at Le Mans, and Porsche Team Manthey excelled throughout the six-hour race at Silverstone



“Silverstone was the first chance to answer the question: “Is the 919 ready to challenge for Le Mans victory?””

The works Rothmans Porsche AG team won again in 1986 and 1987 with the 956's successor, the 962, but by 1998, while Porsche had added three Le Mans wins to its tally (thanks to the rule-bending Dauer 962 in 1994 and the TWR-built prototypes in 1996 and '97), no official Weissach racer had topped the podium until arguably the greatest victory for a Porsche bearing the 911 moniker.

After two years of trying with the fast-but-fragile 911 GT1s and GT1 Evos, Porsche's carbon fibre, prototype-in-disguise 911 GT1-98 delivered Weissach's 16th overall victory at Le Mans. Since then, though, no drivers have been carried to the top step of the overall podium in the 24 Hours at the wheel of a Porsche-built machine.

That is why 20 April 2014 was such an important date in the history of Porsche's Le Mans efforts. A

cold, windy and thoroughly damp Silverstone may not be the first place that springs to mind when preparing for the most famous endurance race in the world, but as the opening round of the 2014 FIA World Endurance Championship, it marked the return of Porsche to top-class sports car racing.

The seeds for this return had actually been laid the year before as the works Porsche team returned to international competition with the 991-Type 911 RSR. Collaborating with long-time partners Manthey Racing, the highlight of last season was undoubtedly the one-two finish at the 24 Hours of Le Mans.

Pre-Silverstone, the 2014-specification 991 RSR had already proved its worth, taking victory in the 24 Hours of Daytona and 12 Hours of Sebring, the opening two rounds of Porsche's

new American works campaign. On top of a successful FIA WEC test at Paul Ricard, the newly rebranded Porsche Team Manthey was in high spirits entering round one of the world's premier endurance championship.

Friday's practice sessions ran smoothly for the two cars – numbers 91 and 92 – and with the FIA WEC pairings of Jörg Bergmeister and Patrick Pilet, and Marco Holzer and Frédéric Makowiecki joined by Daytona winners Nick Tandy and Richard Lietz respectively, speed was as evident as reliability.

Come qualifying, though, the 2013 championship-winning Ferrari from the Italian AF Corse squad pipped the two Porsches to pole position. While pole isn't vital in an endurance race, it was enough to show that the two 911 RSRs were sure to have a fight on their hands. At the pre-race autograph session, Tandy was unsure how the Porsches' race pace would fare up against the Maranello challenger.

As it was, the British star needn't have worried. With the Ferrari demoted to third by lap 12, the RSRs asserted themselves on the race, with the typically British April showers proving the biggest challenge for the Weissach equipe. Working out



In 2014 spec, the 911 RSRs showed good speed, heading the field for large durations, with tyre choice being key



when to be on the right tyres proved crucial as numerous bursts of rain turned the circuit into a tarmac ice rink.

The conditions did not seem to faze Porsche, though, with little doubt that one of the RSRs was destined for victory. The no 91 car of Joerg Bergmeister, Patrick Pilet and Nick Tandy appeared on course for the win until a torrential storm in the last hour brought out the safety car. The subsequent round of pitstops saw the two 91s stacked up in the pitlane, with the advantage being handed over to the no 92 RSR. With the race being brought to a premature end soon after, it was an unfortunate end to the no 91's chances, but Porsche still secured a GTE-Pro one-two, just with no home win for Tandy.

While **Total 911** may have been keeping one eye on the pair of battling 911 RSRs, like the rest of the world's media at Silverstone, it was hard to ignore Porsche's other FIA WEC challenger: the all-new 919 Hybrid.

Powered by a radical 2.0-litre V4 engine, as well as a mighty electric motor, the LMP1 car will allow Porsche to once again challenge for overall Le Mans victories. Silverstone was the first chance to gauge the new racer's true competitiveness and answer

the question on everybody's lips: "Is the 919 is ready to challenge for Le Mans victory number 17?"

It's a tricky question to answer off the back of the first round, especially as at six hours long, the Silverstone race is just a quarter the length of Le Mans. Still, the newly formed Porsche team and their brace of 919 Hybrids performed impressively for a project that wasn't publically known three years ago.

Race-winners Toyota have been racing a car at the top level of sports car racing since the start of 2012, while Audi's dominance of endurance racing is well known. Therefore, while the no 14 Porsche was beset by problems during the race (retiring after just one hour), the no 20's podium finish is certainly a result that Weissach can be proud of.

The remaining 919 Hybrid ran like clockwork throughout the race, with the Porsche Team making the correct strategy calls when the rain started to fall in the encounter. As an early adopter of the intermediate tyres, the no 20 919 was vaulted into the podium battle, and the drivers made the most of the situation. While both Audis were out by the halfway point, Timo Bernhard, Brendon Hartley and Mark Webber all drove with their

Nobody's perfect

Introduced in 1982, the Porsche 956 took Group C sports car racing by storm, winning the 24 Hours of Le Mans at its first attempt. The three Rothmans Porsche System cars dominated the French, finishing one-two-three, with the winning duo of Derek Bell and Jacky Ickx leading the entire race.

On the back of this success, the following year no less than 11 of the 51 Le Mans entries were 956s (three entered by the factory Rothmans team, the other eight in the hands of privateers).

While chasing the lead works 956 of Jochen Mass, Ickx was sent into a spin by the privately entered 956 of Jan Lammers on lap two. While Mass's car (shared with the late Stefan Bellof) would retire after 281 laps, Ickx's Rothmans Porsche would continue to be in the mix as the race headed into its final stages.

Now with Derek Bell at the wheel, the no.1 956 car was making remarkable headway into the lead of teammates Vern Schuppan, Hurley Haywood and Al Holbert in the no 3 entry. Bell had been leading the race through the night until an electronics failure on Sunday morning handed the initiative to the Schuppan/Haywood/Holbert car.

However, Holbert was nursing a car suffering from overheating issues following an earlier blocked radiator, allowing Bell to unlap himself. As the race headed into its final lap, Holbert's engine finally seized. Remarkably, the American was able to restart and crawl across the finish line with white smoke billowing out the side-exit exhaust. Bell finished second – just 17 seconds behind.

What was more remarkable, though, was that Porsche 956s filled out the first eight places. In fact, nine of the top ten cars were Weissach's new Group C racer, spawning the famous 'Nobody's Perfect' poster. Porsche's Le Mans legend had well and truly been cemented.

Nobody's perfect.

1983 Le Mans results

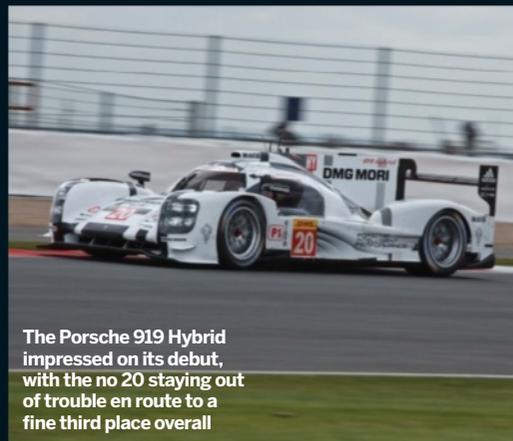
- 1st Porsche
- 2nd Porsche
- 3rd Porsche
- 4th Porsche
- 5th Porsche
- 6th Porsche
- 7th Porsche
- 8th Porsche
- 9th Sauber/BMW
- 10th Porsche

There is no longer an official race poster for Le Mans. Over 2,000 winning miles in 24 hours of sports car racing in 1983. Last year, Porsche took the first five places. This year, the first eight. How often, who knows? There's always more to be experienced. Enter at Porsche. ©GOSSEL/LEMAN





Dry, damp and full-wet tarmac will have provided Porsche with perfect test conditions ahead of the fickle Le Mans weather



The Porsche 919 Hybrid impressed on its debut, with the no 20 staying out of trouble en route to a fine third place overall



“Porsche’s focus on optimising a low-downforce setup is an indication that Le Mans is their real focus this year”

heads during the tricky conditions. Bernhard didn’t get involved in the battles that developed early in the race. Instead, the Porsche squad ran to their own timetable, earning valuable data on their way to a fine third-place finish.

While the no 14 car’s retirement was certainly a disappointment, the mechanics did an admirable job when Neel Jani pitted prematurely to fix suspension damage. The car looked easy to work on, and unlike the usually steely Audi crew, Porsche Team appeared unfazed by the task ahead, setting to work methodically. The result was a car that was back on the circuit after just over ten minutes. Such pit work will be vital come the 24 Hours in June, as Ingolstadt has proved in the past.

It was surprising that, despite the time Porsche has had to develop the 919 Hybrid, a high-downforce aerodynamic package hasn’t been produced for the Weissach LMP1 car. This meant that in race trim, the Porsche was never a threat with regards pace to the Toyotas. Through the high-speed sweeps at Maggots-Becketts, the 919 was visibly slower than its competitors, braking earlier and turning in with less aggression. Despite this, it was still having to use more track than the Toyotas and pin-sharp Audis, no doubt increasing tyre wear.

This didn’t stop the no 20 919 from setting the fastest lap of the weekend during the final free practice session, nor prevent the no 14 car from getting up among the Audis and Toyotas in

qualifying. The Porsche is clearly no slouch, but its lack of downforce will stymie its chances at other higher-downforce circuits.

Instead, Porsche’s focus on optimising a low-downforce setup is an indication that Le Mans is their real focus this year. The 919s were astoundingly fast in a straight line, and while Toyota and Audi have yet to race their Le Mans aero package, Porsche is already racking up the miles in low-drag trim.

Whatever happens, Porsche’s support at Le Mans is going to be incredible. 43,000 people passed through the gates over the Silverstone weekend, and during Sunday morning’s pit walk, it seemed like all of them had come to look at the 919. The human mass brought the pit lane to a standstill, while world champions Audi were remarkably bereft of supporters. Ex-F1 driver Webber’s presence certainly helped attract the Silverstone faithful, but with Weissach’s supreme Le Mans heritage, June 2014 is going to be an important month for Porsche, offering a very real prospect of returning with some new silverware. **911**



DOMINATE THE TRACK. RULE THE STREET.

Performance for Motorsport and Street.

With our race experience and proven technology, Eibach are proud to announce, for the discerning Porsche owner, our new range of anti-roll bars for the Marque. Each of these kits features our hollow steel technology, for ultra-light weight, along with multiple levels of adjustability.

Designed to work in perfect harmony with our existing range of Pro-Kit and Pro-Spacers, you will only find these unique anti-roll bar kits at our Exclusive Official Dealerships.

For peerless chassis solutions for your Porsche, simply contact your nearest Eibach Specialist Dealer.

MIDLANDS

RPM Technik Ltd
01296 663 824
workshop@rpmtechnik.co.uk
www.rpmtechnik.co.uk

NORTH WEST

Ninemeister
01925 242342
ask@ninemeister.com
www.ninemeister.com

SOUTH WEST

Regal Autosport
023 80558636
sales@regal-auto.co.uk
www.regal-auto.co.uk

SOUTH EAST

Design 911
0208 500 6699
sales@design911.com
www.design911.co.uk



PRO-KIT



SPORTLINE



ANTI-ROLL-KIT



PRO-SPACER



MULTI-PRO-R1



PRO-STREET-S



PRO-ALIGNMENT



eibach.com

Springs | Anti-Roll Bars | Wheel Spacers | Suspension Systems | Coilovers | Alignment Kits

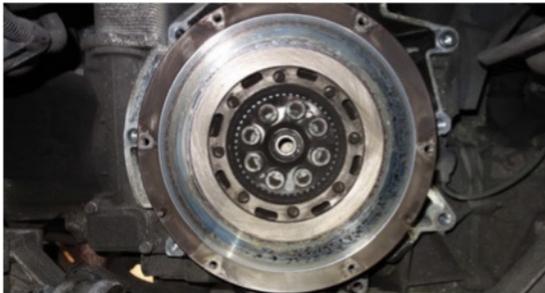
Eibach UK | Phone: 01455 285 851 | e-Mail: sales@eibach.co.uk

Living the Legend

Our band of contributors from around the world share their real-life experiences with their Porsche 911s



After two and a half years of ownership, Joel has sold his 996 Carrera 4 to a Porsche-loving friend



1999 996 Carrera 4



Joel Newman
London, UK

Date acquired:
December 2011

Last month, I had my gearbox fixed by Sport and Classic – an expensive yet essential step in maintaining my 996 C4. While we were at it, I attended to the leaking RMS and IMS seals. With the gearbox out, Michael Bourke, Sport and Classic's top man, sent me some images of the current state of my clutch and flywheel, and offered to fit the replacement parts for nothing. While the gearbox was out, it seemed silly not to. Just getting back in there would cost more than the parts alone, so I started the hunt, finding OEM spec options at Euro Car Parts that were in stock and available for dispatch.

As you will see from the images, those blue tarnished spots all over the flywheel tell their own story, and highlight how hot things had become on at least one, but more likely several occasions. The glazed flywheel wasn't going to be shown up by my clutch plate though – that had taken a similar beating, and was also badly scarred.

With an OEM standard replacement clutch – in my case the correct part was from Sachs – and a similarly well-specced flywheel, LUK-sourced from ECP, I managed to save 30 per cent on the bottom line, again reinforcing why shopping around and using independents makes a lot of sense for 911s that are past their warranty.

With the clutch and flywheel sorted, let me get to the big news. Sally, my wonderful C4, has been sold. After two and a half years, I felt the time was right to move on, and with the car in such good order I was confident I would be able to sell it quickly. It turned out I was right; a friend of mine who has watched the car transform over the past few years was interested, and within a few hours a deal was struck.

I'm sad to see her go; the sound of that QuickSilver exhaust was one of my great pleasures. It was my first Porsche, a milestone for me both in car and life terms. She leaves in the best condition of her life, and will be missed.

Her replacement is an early 996 Turbo with 70,000 miles on the clock. It's black, and this time so is the interior, but there are a couple of tasty treats on this one, including the interior carbon trim upgrade, lovely light grey GT2 wheels, some cheeky modifications including GT2 intercoolers and a 997 GT3 shifter. The best bit is it's a manual, and in the spec I was after, which isn't as easy to find as you might think.

Having seen an £8,000 invoice for recent work completed, including new radiators, header tank, slave cylinder, tyres and a full service, I was smitten before I even saw the car, which is probably not the way to approach any negotiation.

At present there are a few niggles, like a cloudy headlight, dodgy alarm module and warped interior carbon panel, which is apparently a common problem due to sun damage (can any other owners confirm this?). However, they are being rectified, and I have my fingers crossed that the car will be on the drive in the next week or so.

2005 997 Carrera S



Chris Wallbank
Leeds, UK

Date acquired:
November 2012



Chris accompanied a friend down to London to buy a 997 Turbo Cabriolet

It's fair to say that this month has been another quiet one as far as my 997S is concerned. I've got so much stuff lined up for it in the coming months, including new wheels, lowering and a full detail at Meguiar's HQ.

Meanwhile, in other 911-related news, my good friend Joe decided this month that it was time to make the big step that most 911 addicts dream of: to upgrade his 997 4S Cabriolet to a 997 Turbo Cabriolet! He searched for one with the right spec for weeks, calling me most days every time a new one popped up on Autotrader. Finally, he found one in the right colour and spec: Basalt black, carbon interior pack, heated

sport back seats, multi-function steering and more. The car was a private sale in South London, so at 6am on Saturday we went on a small road trip to see the car.

The car was as described – immaculate for a 35,000-mile car! We had a good look around, followed by a test drive, and to my knowledge it seemed faultless. It also had full OPC history, having just had a major service, brand new tyres and six months extended Porsche warranty. By the end of the morning, he had purchased the 997 and left with one big smile on his face! This car will no doubt make a return to Living the Legend this year when we take it on the awesome Redline247.com rally in September!



Before parting with the 996, a worn clutch and flywheel were replaced on the C4

It's going to be a lot of fun, and I do plan on making some improvements to the car, namely the sound. I was spoilt with the wail of my C4's QuickSilver Exhaust, but the standard Turbo bark doesn't match its bite or even get close. I've already started watching YouTube clips and making some calls, because that's got to change. Regarding wheels, from experience the lightweight OZ Racing wheels made a huge difference to the C4's performance – I can only assume that they'd make even more of an impression with 420bhp, so again that's something else to look at. The Turbo might be more competent, but its got a long way to go before it can earn my affections the way my C4 has.

It's going to make for a great journey (which will of course be documented right here in Living the Legend each issue) but I have my fingers crossed that all will be well. However, my ability to successfully negotiate and purchase remains woeful – more about that next month.

'76 Turbo



Magnus Walker
Los Angeles, USA

Date acquired:
August 2012



Magnus has treated his 1976 930 Turbo to a host of new parts this month



This month, I turned my attention to my European 1976 930 Turbo. I've owned this car for almost two years now, and it was in need of a little TLC.

You may recognise this particular Turbo from a previous issue, as it was the subject of my 'Turbo Fever' article. The Minerva blue colour always gains attention, as does the factory white interior. It was originally a Swiss delivery Euro-spec car, which is apt, as the Seventies were all about extremes.

As it turned out, the cosmetics needed no attention. However, the mechanicals required a long list of parts – as always, a slide down the Porsche slippery slope is inevitable once you start pulling things apart.

The main thing was a throw-out bearing that needed replacement, which meant

that the motor had to come out along with the transmission, at which point both were cleaned and inspected.

At this point, it made sense to replace the clutch, along with a long list of seals, gaskets, tubes and pipes. It's amazing just how much plumbing a Turbo has.

The chain tensioners were also upgraded and the valves adjusted, with new plugs, oil, trans fluid and a sound pad being added. I also took the opportunity to powder-coat all the sheet metal while I had the chance for a mild cosmetic engine bay upgrade – you might as well do this once the engine is out!

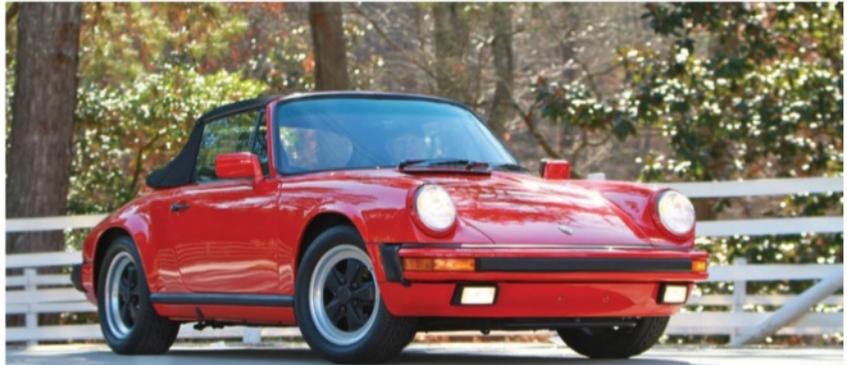
As a final touch, I purchased an M&K Turbo muffler. Naturally, I opted for their 'Street Hooligan' version – it sounded quite nasty, which naturally appealed to me!

1988 3.2 Cabriolet**Ben Przekop**
Georgia, USA**Date acquired:**
November 2011

My friend David Wilhide's closing statement when convincing me to pull the trigger on the purchase of my 1988 911 some two and a half years ago was as follows: "Ben, here is a car you can drive for a few years, have a great time, and then sell it for the same amount you paid for it, maybe more!" In light of this, I thought now would be a good time to take stock of what ownership of this car has actually cost me, and whether I would actually recoup my investment if and when I decide to pass it on to its next lucky owner.

I purchased the car for \$28,500 (£17,000) back in November 2011, and to date I have spent a total of \$7,300 (£4,340) on a variety of repairs for an investment – excluding fuel – of \$35,800 (£21,300). Would I be able to sell it for that price now? As many of you who have purchased or sold vintage Porsches know, older cars are only worth what someone is willing to pay for them. After 25 years, there is no reliable market price for these cars simply because there can be such a huge variation in condition and mileage.

Is my pristine, fanatically maintained 911 with 55,000 original miles worth more than a ratty, poorly maintained car with 150,000 miles? Of course! But by how much is where things get murky. So you try to find comparisons with cars that seem to be of a similar condition and mileage, but again this 'apples and apples' comparison is difficult when looking through listings on the internet which don't necessarily show that rusted area near the 'A' pillar, the filthy engine bay with a non-original engine or the split seat hiding under that natty sheepskin cover.

**Ben's 3.2-litre Cabriolet is an immaculate example**

Nonetheless, a quick way to gauge the market is to do a search on a website like Auto Trader. I limited my search to 1987-88 Carreras, and while there were a few listed in the low \$20,000s, those appeared to be heavy-mileage cars that you can assume were in somewhat less than concours condition. The majority of the cars listed were all between \$37,000 and \$39,000, and most had significantly higher mileages than my 55,000-mile car (the average was around 80,000, with several over 100,000). So, if I put my car on the market tomorrow, I would certainly start with something in the high \$30,000s, which suggests that I would

indeed be able to recoup both the original purchase price *and* all subsequent repair and maintenance costs!

My experience confirms the oft-suggested advice that the smart way to buy a vintage Porsche is to find the cleanest, best-maintained example you can find and afford, because even then you will have to invest thousands in keeping it in tip-top shape. But as long as you are not facing something major like a new engine, you should be able to more than recoup your costs when it's time to sell. In the meantime, you can enjoy a unique and rewarding experience that is, at least in my opinion, priceless.

**2010 997.2 Turbo
2011 997.2 GT3 RS****Tony McGuiness**
San Diego, USA**Dates acquired:**
December 2010 &
February 2011

It's that time of year again: spring! Time to have both my 911s serviced. I know I have two of the finest 911s Porsche ever built, and I plan to keep them for a very long time, so I don't take shortcuts when looking after them. This month, I made appointments at San Diego Porsche to get the GT3 RS and 997 Turbo's health checked.

Beginning with the GT3 RS, I headed down the scenic Pacific Coast Highway and over to the service area. The team has a stellar reputation, which I can personally attest to. My service advisor is Ray Roper, who has many years of expertise of working with Porsches, and his personality and professionalism definitely make him stand out.

The GT3 RS has just over 18,000 miles on the odometer and is three years old, so it only required basic servicing. This maintenance included the 'Complimentary World-Class Porsche inspection' service

**Spring meant service time for the GT3 RS and Turbo**

and one-year Synthetic oil change, filter and battery key replacement. Everything checked out, and luckily the Michelin Sport Pilot Cup tyres didn't need replacing.

The following day I took the Turbo in for its intermediate service. It had hit the four-year milestone, and while it only has 26,000 miles on it, the Porsche Turbo maintenance manual recommends spark plug replacement every 30,000 miles

or four years. Along with oil change and inspection, it had all its fluids replaced.

The Turbo was ready the next morning, at which time Ray described in detail all the work that had been done on it. Of course, he did provide me with a hefty bill, and after the staff picked me up off the floor I happily handed over my credit card! Owning 911s of such calibre does come at a cost, but as far as I am concerned, it's well worth it.

**1961 356 T5B;
1973 911E;
1974 2.7 MFI;
1975 Carrera
MFI race car;
1995 993 RS
Clubsport;
2012 991
Carrera S**



Sven Burchartz
Victoria, Australia

Dates acquired:
Various



Sven raced his 1975 MFI Carrera at the historic meet in Mallala

Nine hours towing a fully loaded race trailer with my wife and two young sons. It was a long drive.

There are five or six big historic meetings that are run in Australia, and the Easter meeting at a track called Mallala Motorsport Park is one of them. It's an old airfield which was converted to a race track back in the Sixties. Located in a wheat-growing region, the RAAF's 24 Squadron operational air base was converted, and hosted the 1961 Australian Grand Prix.

It hasn't got much going for it visually, but it's a short and very testing circuit. It holds

a special place in my life, as it was the first track that the GT3 Cup Challenge Australia raced at in 2008 after a friend and I started the series for Porsche.

Historic racing is pretty laid back – at least between races. The most pressing issue on any given weekend is what wine to have with dinner! In the event itself the racing was close, with the only issue being a small leak on the engine oil cooler and a rather larger one from the injector pump. The trip was worth it, as we got a good result, winning three of the four races over the weekend.



2003 996 Turbo
Ray Chandler
Surrey, UK

Date acquired:
August 2011

I think it was an interior light accidentally left on in my 996TT that flattened the battery. Not a problem – get the charger out and wired up, and job done. The only problem is that the charger resides in the boot, which is locked electronically.

I pride myself on planning ahead, so when the engineer came to service the house alarm and swapped out the standby battery, I took it off him, knowing that it would be ideal for an occasion like this.

I got the fuse cover off, found the red fuse and went to connect it. However, my home-made leads weren't long enough. Never mind, I thought; there's bound to be a bare piece of metal for an earth somewhere. Nope. There were lots of painted or plastic-covered parts, but not much bare metal.

I finally got one on the steering column splines as they disappeared through the bulkhead into the rack. Problem solved. I connected up and tried the boot release switch. Nothing. I tried the terminals. Nothing. I disconnected the leads from the car and flashed a wire across my old house alarm battery. It was flat. Hmm. I have very few 12-volt sources other than the charger for my electric bike, so I jury-rigged that with my leads, and as an afterthought I read the label on the back of the charger. Whoops – 42 volts!

What else might I use? The only thing I had left was an old mobile phone charger giving me 12 volts and 0.125 amps. Luckily it worked, but instead of opening the boot so I could get the charger out, it used what little power it had to run the alarm! But we got there in the end.

As I learnt, you might well have an old mobile charger that could help you. Also, trickle-charge the car every month and check all the lights are off.

2006 997.1 Carrera 4S



Maxie Islam
Stevenage, UK

Date acquired:
August 2010



Maxie made the brave decision to stitch on his own cover

I have been tinkering with the 997 – not too much, as I don't think irreversible modifications add to the value of any car unless they are necessary. So after living with a rather thin steering wheel for the last three and a half years, I decided to enhance the girth in order to provide a better feel.

I enlisted the help of eBay and started looking for leather steering wheel covers – the ones you can sew on. After finding such a supplier, I opted to go for a black perforated design to match the black, perforated sports seats I have in the car already. Once ordered, you literally get a black hoop of perforated

leather with some cotton stitching and a needle. It takes a couple of hours to stitch the cover directly onto the wheel – at the time of doing this I wished I'd had it done professionally, as it's not an easy job to do, especially when negotiating the spokes.

Once finished, the grip of the wheel was indeed much better, and holding it produces a delightful feeling. However, my finish could have been better. Maybe I will take it off and ask someone a little more adept than myself to put it on.

At the time of writing, I am still waiting for a dashcam to arrive for the Carrera. Hopefully I will be writing about that next month.



**1999 996
Carrera 4**
Rob Clarke
UK

Date acquired:
February 2014

Around two months ago, I picked up the keys to a 1999 Zenith blue 996 Carrera 4. It had been a long journey to get to this point, not in terms of actually selecting this car, but more the number of years of 'all talk and no action'. I intend to use it as a daily commute, with expectations of putting on 10,000 miles per year.

I have had my ups and downs in the first few months, which nearly resulted in me getting shot of it, but the reality is that any 15-year-old car will have small problems, so I just need to make sure that the ups are better and longer than the downs!

Negatives so far have resulted in the car going back to the dealer to fix a multitude of faults – most of which I'm glad to say are taken care of under the warranty. Items replaced thus far are the MAF sensor, gearbox selector module, gear linkage adjustment, RMS, replaced gaskets (for a second oil leak), new engine heat shield, set of coil packs, IMS upgrade, brake fluid change and full service! There are still a few things that need to be addressed, but I'm hopeful the dealer will sort these out and I can continue enjoying my £10,000 commuter 911.

This month the car is going to my local OPC for a health check – let's hope it is not too bad!



**1989 964
Carrera 4**



Gina Purcell
Oxford, UK

Date acquired:
September 2004



Gina finally got around to replacing her radio

For ten years, replacing the radio in my 964 had been on my to-do list. The unit was horrid, with tiny push buttons for volume, and piloting a 911 while jabbing said buttons at full stretch never felt safe. Rest assured, the radio hardly ever got used – we all know where the 911's real aural delights are, don't we?

I'm not into 'ICE' – at least not those overblown Wurlitzer jukebox monstrosities, so my early searches were disappointing. I wanted something restrained in design. A scour of the forums revealed alternatives from Bosch, Becker, VDO and Blaupunkt. Plain is so much better in the workmanlike 911 cockpit, and although it was the more

modern-looking of the selection, I settled on the Blaupunkt Toronto 420BT. They were fitted from new, so it seemed an appropriate update with a foot in the past – just like a 964. Husband Alan approved, and ordered one for his 3.2.

Alan Hart of Sounds Alarming did the double installation. Wolfi's old CD changer and unit were removed, saving nearly two kilograms and freeing up front boot space. Luckily, he deemed Wolfi's original speakers to be fit for purpose, which saved me money.

It's curiously satisfying to have rotary dials on the radio – in addition to having my entire music library with me wherever I go. And I'd swear that Wolfi feels 50 kilograms lighter.

1979 930 3.3



Richard Klevenhusen
Rio de Janeiro, Brazil

Date acquired:
May 2012



**Combining two passions:
Porsche and Rio**

Since buying my 930, I have always wanted to have some detailed photos taken of the car with Rio de Janeiro as a backdrop. With the need to send some stunning pictures over for my regular Living the Legend article, I felt this was the perfect opportunity to get the Turbo in front of a good lens.

However, the challenge was where to shoot the photos, as there are several beautiful locations throughout the city. However, the most publicised image of Rio, which will host the 2014 World Cup and 2016 Olympic Games, is Sugarloaf Mountain, so I had to get it photographed next to the iconic landmark that will be published regularly around the globe over the next few years.

This presented me with another challenge: how do I fit the car and Sugarloaf into one photo? If you know Rio, you'll know the best place to photograph Sugarloaf is the Corcovado, but it's impossible to take the car up there. The only alternative was to go to the other side of Guanabara Bay, bordering Sugarloaf. Even then, it's difficult to park on site, as you risk preventing the passage of other cars. Luckily, the photographer (not me) was very good.

I hope you like the photo. I particularly enjoyed the result, as it encompassed two of my greatest passions: Rio and my 930. Should you come to the World Cup, I'm sure you will be enchanted by the aptly nicknamed 'Marvellous City'.

1982 SC Targa



Sean Parr
Harpenden, UK
Date acquired:
November 2013

This has been a big month for me and my Targa. Firstly, the recalcitrant 915 gearbox that I thought was such hard work was fixed, along with the clutch. I left it with Steve at Jaz for a couple of weeks with a sizeable list of jobs that I hadn't got around to doing, and I got back a car that had changed on every level.

Jaz has performed some sort of miracle. With a full service, new gearbox oil, a new clutch Omega spring, some work on the windows and a few taps with the gentle persuader on the roof, the Targa has had fresh life breathed on it. I picked the car up from Steve, smiling all the way home as I flicked between the gears, enjoying it more than I had since the day I bought it. On arriving home, I called Steve, left a long and grateful voice message, and was still smiling when Steve called, clearly worried, as people "only ever call my mobile when there's a problem!" After explaining that it was a call to say thanks, we agreed that when it next comes to him, we will sort out the ride height, and it'll be pretty much perfect.

Two days after collecting it, I headed off to Montlhéry circuit just south-west of Paris, beside myself with excitement. The ludicrous

Sean has been galvanised by his Montlhéry track experience



French bureaucracy was circumvented upon arrival by some fast talking on my behalf, and we arrived at the ancient Grand Prix circuit, complete with Brooklands-style banking. The Targa was by far the slowest Porsche on the day (I was Driving Miss Daisy, according to some), but it handled everything we threw at it, and came away smiling. Yes, the ride height needs sorting, and the torsion bars would need uprating to maximise the stiffness for track work, but that engine, wow! I suddenly understood what I've been looking forward to for the past 30 years and what people mean when they talk about how these cars pull out of corners.

On the road, I'd always been concerned about the tail-happy, hedge-seeking nature of old 911s, but I was wrong; get your braking done in a straight line, but then turn in and floor it on the way out, and it is literally like a missile in the way it digs in and just goes! Unbelievable, I'm completely hooked. I'm also definitely dubious about doing any more French trackdays due to their crazy regulations, but I want more!

To that end, my plan is to buy a Coupe, so I might end up putting the Targa up for sale if anyone would be interested in buying what is now a very sorted 1982 911 SC Targa. Drop me a line c/o this magazine, and we'll talk.



- // TUNING
- // MODIFICATION
- // UPGRADES



- // EXPERIENCE
- // SERVICING
- // REPAIR



- // CLASSICS
- // RESTORATION
- // SALES



- // KNOWLEDGE
- // FACILITIES
- // VALUE



THE COMPLETE SERVICE

With nearly 30 years experience, Parr is the UK's leading Porsche specialist.

Porsche service work remains the core business for Parr and we offer the best possible service to our valued customers. Not only are we unrivalled in our Porsche knowledge and expertise but we offer excellent value – if in the unlikely event you are quoted a lower fixed price for your Porsche we will match the price on receipt of a written quote.

PARR Specialists In Porsche
5 The Faraday Centre, Faraday Road, Crawley,
West Sussex RH10 9PX
+44 (0) 1293 537 911 // PARR-UK.COM

UK DISTRIBUTOR FOR:
cargraphic
Thomas Schwan GmbH



PARR
SPECIALISTS IN PORSCHE
WorldMags.net



WorldMags.net

BEST SOLUTIONS

FOR EVERY DEMAND

V1
coilover



V2
coilover



V3
coilover



ddc
coilover



hls



club sport



dlc intelligent electronic



competition race-suspension



street comfort



INOX-LINE
STAINLESS STEEL

FOR MORE THAN
4600 TYPES AVAILABLE

FOR EVERY DEMAND
THE RIGHT SUSPENSION

THE PERFECT SUSPENSION FOR EVERY PURPOSE.

KW automotive UK Ltd
Phone: 0870 990 7536
Fax: 0845 021 2548
eMail: info@KWautomotive.co.uk



911 PREMIER PORSCHE

Everything you need for your 911

“What surprises about the 991 Turbo is how it can improve on most things the 997 Turbo already stood for”

ALL 911 STATS INSIDE

Full details of all 911s, including the latest Turbo, can be found in our data file beginning on page 88



Find what you're looking for

Our Premier Porsche section mixes 911-related facts and information with advertisements from top Porsche suppliers around the world. To help you navigate through the section, we've colour-coded the tabs below.

COMPANY PROFILE 84



DATA FILE 88



ALSO INSIDE >>>

SHOWROOM 96

SERVICING & TUNING 99

INSURANCE & FINANCE 110

PORSCHE LIFESTYLE 111



PAUL STEPHENS

How Porsche passion has borne a thriving business buying, selling, servicing and even sculpting 911s for the past 20 years

Written by Lee Sibley Photography by Alisdair Cusick



Paul Stephens' intrinsic eye for detail is prevalent throughout his eponymous business, from collectors models and products in the office to the detail in his showroom



As soon as you walk through the entrance door at Paul Stephens' eponymous Porsche specialist premises, identifying the man himself will take a mere heartbeat. Okay, so Paul's desk is the first you'll come across, with the usual reception-led paraphernalia neatly tucked away in a room to the left, but there's a presence about the man greeting you that positively gives the game away.

Standing up to welcome me before offering a warm handshake, first impressions are exceptional. Smartly dressed in a jacket, jeans and embroidered company shirt, I look down to notice that a pair of black OMP driving shoes are being worn instead of the polished brogues you'd associate with such attire. A discerning statement is made almost before any words are spoken between us: Paul isn't merely an exotic car dealer; he lives, breathes and even drives them, and has done for years.

What's more, as a serious enthusiast who has turned his passion for sports cars into a successful specialist empire, it's quickly evident that Paul's peerless eye for detail is a staple of his 20-year-old business at large. His front office is adorned with a plethora of scaled models of idolised Porsche 911s, from a Rubystone red 964 RS to a 1996 GT1. Across the room, a gas pump turned show cabinet displays a selection of elegant Porsche-themed products for sale including an 'Edition 901' PS Design watch, one of a limited run of just 50 unique mechanical timepieces – more on that side of things later.

Paul takes his Porsche passion very seriously, having been in the company of Zuffenhausen's darling sports car for many years: "I started buying and selling cars in my spare time while at college, and worked up to a 911 by 21," he says. "It had all the usual traits of a rusty 911 hidden under a shiny paint job with a tired engine. It came back to haunt me – rust bubbles were appearing almost by the day, and a rod was put through the side of the engine."

Paul's speciality with Porsche was galvanised from this tumultuous experience, duly restoring the shell and sourcing another engine on limited funds, which presented another problem. "Excited at the prospect of more power, I thought I'd bought an S engine from a reputable specialist, but it turned out to be a T with an S shroud. Although the specialist didn't actually lie, he certainly took advantage of my naivety and implied that it was the hotter motor," he reminisces.

"I knew then that there would be more people like me who would want honesty and sound advice when buying and maintaining their Porsche, so it was on that principle that I built my business. I started in 1994, initially stocking all types of sports cars, including Porsche, but it quickly evolved into a specialist in the marque."

Entering the showroom of the premises Paul has called home since 2010, I'm greeted by an impressive assembly of mostly air-cooled 911s, a sure-fire marker as to where Paul prefers to specialise in buying and selling, although I'm told that a handful of GT2s and GT3s pass through

the doors every year too. There's a refreshing number of pre-impact bumper 911s for sale, and I'm encouraged to learn that a vast majority of the vehicles here are owned by Paul Stephens rather than simply being on 'Sale or Return'.

"We mainly deal with air-cooled cars and modern GT-badged cars, and intend to stay down that route. It's becoming harder to find good examples of the air-cooled cars though, especially with the prices going up," Paul says, but judging by the backdrop of quality cars for sale here, I won't feel sorry for him just yet.

Buying and selling is still very much the crux of the business, but a new string has been added to the Paul Stephens bow in the form of Porsche servicing. "We have been looking after our own sales cars for some time now," confirms sales specialist Charlie Abbott as he shows me an immaculately pristine workshop, "but we have decided that the time is right to offer our specialist knowledge to customers. Primarily, this will be for maintenance and restoration, including bodywork of air-cooled Porsches, together with the modern GT cars and bespoke PS projects."

Sitting directly next to the showroom, the workshop is a surprisingly vast expanse with a variety of 911s in for servicing and maintenance, including an SC, plus a 997 Turbo and GT3 RS. A two-poster lift takes up the space in the centre of the room with a cutout in the well-lit false ceiling to accommodate the hydraulic posts, while in the corner, a concentrated area of worktops



With a thriving showroom now accompanied by an immaculate workshop, this is a specialist that caters for all the needs of a 911 of any generation



and storage units with boxed Porsche parts are all premium Dura items. As you can see, the floor is spotless – it may look a little too sparse, but I haven't seen a workshop this pristine since visiting the newly opened main dealer equivalent at Portsmouth. To complement this new setup, Paul Stephens has a reputable selection of staff to oversee workshop matters, headed by George Tufnell, a recent recruit from another Porsche specialist. "We're still in the early stages of expanding this part of the business, but with our combined internal knowledge there's nothing that we can't now offer – including engine and gearbox rebuilds," he tells me enthusiastically.

A resplendent showroom and proficient workshop would normally suffice for a competent specialist, but there's a metaphorical annex to the business that Paul Stephens has perhaps enjoyed wider attention for of late. I refer to PS Autoart, of course, the service offering to craft you a bespoke Porsche that is hand-built to your own specification. PS Autoart is now in its tenth year, and has had great success: Paul himself has overseen 30 bespoke PS projects, which all start with a single idea from an imaginative customer. From there, Paul assists in pointing the project in the right direction, offering ideas that are dependent on how far the customer is willing to go. "A project can typically take 12-24 months, and we can create a totally individual 911

like our aluminium Spyder," Paul points out, "but while wanting technical enhancements, our clients tend to prefer their cars to have a very discreet and subtle style hiding the true potential within, which is where PS Autoart differs from the bespoke craftsmanship at Singer Vehicle Design."

A look at most PS Autoart projects confirms this: in the main, only a detailed look at an otherwise classic 911 will highlight small intricacies that set a PS Autoart reincarnation apart from the model that was originally assembled at Zuffenhausen.

The mention of Singer leads to a healthy conversation about the glorification of modified 911s brought about by the work of Rob Dickinson and Magnus Walker across the pond, and Paul is happy to embrace the public adulation for a Porsche with a personalised character – for now.

As values of donor cars rapidly increase, twinned with a new emerging desire for originality, "bespoke stuff may have a shelf life," Paul warns, "so we're soon to embark on an additional arm to PS Autoart, called PS Originals. Like PS Autoart models, this will involve rebuilding original 911s to an as-new specification, but instead of modifying a donor vehicle, they will be exactly as Porsche supplied the car when new. Obviously, these will be more expensive than a 20-year-old used 993, for example, as even these require significant maintenance for regular use, so they

Company profile

- **Owner:** Paul Stephens
- **Founded:** 1993
- **Location:** Halstead, Essex, UK
- **Rarest 911 sold:** 993 GT2 Clubsport with just 1,500 miles from new
- **Most unique PS Autoart project:** PS Spyder
- **Ideal base car for PS Autoart project:** 3.2 Carrera or 964
- **Interesting fact:** Paul is no stranger to race tracks, having raced in Caterhams, Marcos', Ginettas, Chevrons and, of course, Porsches over the years, with many wins and the odd championship to his name.

Contact

- **Website:** www.paul-stephens.com
www.psautoart.com
- **Telephone:** +44(0)1440 714884

will be aimed at the client who wants to use his air-cooled 911 every day instead of, say, a 991, and will come complete with a three-year 60,000-mile maintenance and warranty package."

Paul Stephens' first 20 years of business have been remarkable through buying, selling and even customising 911s, and if this appetite for further expansion is anything to go by, the next 20 years in rural Essex could be even better. **911**

HENDON WAY MOTORS

porsche ferrari and classic car retailers since 1952

www.hendonwaymotors.com

THIS IS YOUR GALLERY
for collectors of modern art

Hendon Way Motors was established in 1952, and is now one of Europe's leading Ferrari and Porsche specialists. Please visit our website at www.hwm.biz for more information on the company and our stock.

PORSCHE 997 - TURBO, C4S, C2S, C2

2008 - 997 TURBO CAB TIP S (MACADAMIA BROWN) 34,000 Miles
Macadamia Metallic, Sand Beige Full Leather Interior, Sport Chrono Pack, PCCB Porsche Ceramic Composite Brakes, BOSE Sound System, PSM, PASM, PCM, Sat Nav, Porsche VTS System, Xenon Headlights, 19" Turbo Alloy Wheels, Only 2 Previous Owners, Full Porsche Service History, Recent Major Service.

2007 - 997 TURBO COUPE MAN (METEOR GREY) 36,000 Miles
Sports Chrono, PASM, PSM, PCM, Sat Nav, Part Electric Heated Sports Seats, White Dials, Porsche Crested Headrest, Climate Control, 19" Turbo Alloy Wheels, Full Porsche Service History.

2011 - 997 GEN II C4S COUPE PDK (CARRERA WHITE) 9,000 Miles
Black Leather Interior, PSM, PCM, Touch Screen Sat Nav, PASM, BOSE Sound System, CD Changer, Sports Steering Wheel, Heated Sports Seats, Porsche Vehicle Tracking System, Porsche Crested Headrest, 19" Turbo Alloys, Full Main Dealer Service History.

2009/58 - 997 C2S COUPE PDK (GEN II) (MIDNIGHT BLUE) 32,000 Miles
Full Grey Leather Interior, PDK Gearbox, Sports Chrono Plus, BOSE Sound System, Sports Mode, PSM, PASM, PCM, Sat Nav, White Dials, 19" Turbo S Alloy Wheels, Xenon Headlights, Full Porsche Service History.

2009/58 - 997 GEN II C2S COUPE PDK (BASALT BLACK) 58,000 Miles
2009 Model, Black Leather Interior, PSM, PASM, PCM, Touch Screen Sat Nav, BOSE Sound System, Heated Memory Seats, White Dials, Climate Control, Xenon Headlights, 19" Alloy Wheels, Full Main Dealer Service History.

2006 - 997 C2S CABRIOLET TIP (SILVER) 22,000 Miles
Full Metropole Blue Leather Interior, PSM, PASM, PCM, Sat Nav, White Dials, 19" Carrera S Alloy Wheels, Xenon Headlights, Original Wind Deflector, Full Porsche Service History.

2006/55 - 997 C2S COUPE TIP (ARCTIC SILVER) 33,000 Miles
Black Leather Interior, PSM, PCM, Sat Nav, BOSE Sound System, CD Changer, Multi Function Steering Wheel, White Dials, Sports Exhaust, Climate Control, Xenon Headlights, Sunroof, 19" Carrera S Alloy Wheels, Full Porsche Service History.

2007 - 997 C2 COUPE MANUAL (BASALT BLACK) 32,000 Miles
Black Leather Interior, PSM, PCM, Sat Nav, CD Changer, BOSE Sound System, White Dials, Climate Control, Rear Park Assist, Xenon Headlights, Full Porsche Service History.

2005 - 997 C2S COUPE TIP (BASALT BLACK) 32,000 Miles
Full Black Leather Interior, PSM, PCM, Sat Nav, 6 CD Changer, Cruise Control, Chrono Pack, Climate Control, Xenon Headlights, 19" Carrera S Alloy Wheels, Full Service History.

2005/54 - 997 C2S COUPE TIP (ARCTIC SILVER) 59,000 Miles
Grey Leather Interior, PSM, PCM, Telephone, Computer, BOSE Sound System, CD Changer, Sunroof, 19" Carrera S Alloy Wheels, Rear Park Assist, Full Service History.

PORSCHE 996 - TURBO, C4S, C2

2004 - 996 TURBO CABRIOLET TIP (BASALT BLACK) 67,000 Miles
Full Black Leather Interior, PSM, PCM, Sat Nav, Cruise Control, BOSE Sound System, Climate Control, 19" 997 Turbo Diamond Cut Alloy Wheels, Xenon Headlights, New Tyres All Around, Full Porsche Service History.

2004 - 996 TURBO COUPE TIP S (ATLAS GREY) 53,000 Miles
Full Black Leather Interior, PSM, PCM, Sat Nav With Full Set Of DVDs For Europe, BOSE Sound System, Cruise Control, Rear Parking Sensors, 18" Turbo Alloys With A Set Of New Tyres, Full Porsche Service History.

2005 - 996 C4S CABRIOLET TIP (MIDNIGHT BLUE) 63,000 Miles
Dark Navy Blue Leather Interior, PSM, PCM, Sat Nav, Telephone, Memory Seats, 4 CD Changer, Climate Control, 18" Alloy Wheels, Full Service History.

1999 - 996 C2 CABRIOLET MAN (BASALT BLACK) 66,000 Miles
Black Leather Interior, PSM, Porsche Radio, CD Player, Hard Top, Low Number Of Keepers, 18" Alloy Wheels, Full Service History (Main Dealer And Porsche Specialist).

PORSCHE 993 - TURBO, C2S, C2, CARRERA

1998 - 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio and Single CD Changer, Yellow Seat Belts, Sunroof, Rear Wiper, Yellow Callipers, 18" Turbo S Alloy Wheels, Full Service History.

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles
Grey Leather Interior, Wood Package, Electric Sunroof, Sports Seats, Cruise Control, Uprated Becker CD Player, Bluetooth, Speakers, Sat Nav, 18" Turbo Alloy Wheels, Official Porsche Centre Service History.

1996 - 993 C2S COUPE (MIDNIGHT BLUE) 80,000 Miles
1997 Model (registered 12.1996), Carrera 2S (Widebody Specification), 6 Speed, Varioram, Full Grey Leather Interior, Alpine Upgraded Stereo, Air Con, 18" Porsche Turbo S Alloy Wheels, Full Porsche Service History, Very Clean And Cherished Weekend Car. Extremely Detailed History, With Porsche Authenticity Certificate, And One Owner Since 2004.

1996 - 993 C2 COUPE TIP (ARENA RED) 73,000 Miles
Black Leather Interior, Part Electric Sports Seats, Sony Radio Player, Sunroof, Climate Control, 17" Alloy Wheels, Full Main Dealer And Porsche Specialist Service History.

1994 - 993 C2 COUPE MAN (METALLIC BLUE) 150,000 Miles
Marble Grey Leather Interior, Sports Seats, Air Con, Sunroof, Rear Wiper, 17" Alloy Wheels, Full Service History.

1994 - 993 CARRERA COUPE TIP (BLACK METALLIC) 73,000 Miles
Black Leather Interior, Kenwood CD Player And Radio, Sunroof, Rear Wiper, Electric Windows/Mirror, Factory Fitted Alarm System, 17" Alloy Wheels, Full Main Dealer And Porsche Specialist Service History.

1994 - 993 C2 COUPE TIP (BLACK) 92,000 Miles
Black Leather Interior, Uprated Becker Radio System, 17" Alloy Wheels, Central Locking With Immobiliser, Full Service History, Extremely Comprehensive Service History. (Spare Key, Old MOTs And Tax Discs, Original Manuals, etc)

1994 - 993 C2 COUPE TIP (BLACK) 99,000 Miles
Marble Grey Leather Interior, Sunroof, Becker Radio, Electric Seats, 17" Alloy Wheels, Full Porsche And Specialist Service History (Just Been Serviced).

1987 - 930 TURBO COUPE MAN (BLACK METALLIC) 140,000 Miles
Deep Plum Leather Interior, 3.3L Engine, KKK27 Turbo, Alcantara Headliner, Full Climate Control, Upgraded High End Sound System, Upgraded Bi-Xenon Lights, Original 16" Fuchs Alloys With New Continental N1 Tyres, Full Service History With Invoices And Photographs Documenting The Full Restoration. Concours Condition Throughout.

1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles
Iris Blue Metallic, Full Beige Interior, Manual Gearbox, Matching Numbers Example, Matching Dark Blue Hood, Fully Electric Softtop, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

1984 - 911 3.2 COUPE SPORT (BLUE METALLIC) 72,000 Miles
Black Leather Interior, Manual, Sunroof, Electric Mirror/Window, Factory Fitted Air Conditioning, Factory Fitted Alarm System, Fully Documented Service History, Rust Free, Accident Free And Finance Free.

PORSCHE BOXSTER

2006 - BOXSTER (987) 2.7L TIP (BASALT BLACK) 30,000 Miles
Full Black Leather Interior, PSM, BOSE Sound System, CD Changer, Full Leather Seats With Electric Adjustment And Heating, Xenon Headlights, 19" Carrera S Alloy Wheels, Full Official Porsche Service History, Two Previous Owners Only.

FERRARI - MODELS FROM 1967 +

2006 - F430 SPIDER V8 MANUAL (TITANIUM SILVER) 28,000 Miles
6 Speed Manual, Titanium Silver Exterior, Rosso Leather Interior, Carbon Fibre Trim, Ferrari Stereo With A Telephone Module, Manettino With Sports And Track Settings, Climate Control, Ferrari Crested Headrests. Full Ferrari Service History.

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles
Full Nero Black Leather Interior, HGTC Package, Sports Exhaust, Ferrari Ceramic Brakes, Second Generation Sat Nav, iPod Connection, USB Connection, CD Changer, Enhanced Sound System (BOSE), Nero Daytona Seats, Tyre Pressure Monitoring System, Xenon Headlights, Climate Control, Tracker System, 19" Modular Alloy Wheels (HGTC Special), Full Ferrari Service History.

2005 - FERRARI F430 SPIDER V8 MAN (NERO BLACK) 18,000 Miles
Crema Leather Daytona Seats With Black Stitching, Ferrari Becker CD Player And Radio, Electric Seats, Carbon Pack, Climate Control, New Ball Joints All Round, 19" Ferrari F430 Alloy Wheels, Full Ferrari Service History, Just Been Serviced.

2003 - 360 SPIDER F1 (GRIGIO SILVER) 28,000 Miles
Black Leather Interior, F1 Gear Box, ASR, Challenge Grill, Climate Control, CD Changer, 19" Ferrari Alloy Wheels, Full Ferrari Service History, Two Previous Keepers.

1998 - 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles
Navy Leather Interior, Sat Nav With DVD, ASR Sports Mode, Electric Seats, Upgraded Radio And 6 CD Changer, Climate Control, Ferrari Service History.

1996 - F355 SPIDER MANUAL (GIALLO MODENA) 28,000 Miles
Giallo Modena Yellow, Full Nero Black Interior, Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, Air Conditioning, 18" Ferrari 355 Alloys, Full Service History, Recently Serviced, This Car Has Been Known To Us For A Period Of 5 Years.

1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles
Black/Red Leather Interior Red Carpets, Climate Control, "Ferrari Classiche", Full Continuous History, Superb Provenance, 3 Owners From New.

1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles
Full Black Leather Interior, Detailed Restoration History, Original Build Sheets, Sales Invoice, Tool Kit, Wallet, Hand Books, Numerous Concours And Awards Winner, Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago, Comprehensive Photos Showing The Repaint And Work Done By Ferrari, Exceptional Condition Throughout.

CLASSICS - AC, PORSCHE, JAGUAR, BENTLEY

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles
1 Of 26 RHD Lightweight, Black Leather, Black Metallic Coachwork With White Stripes Full Black Leather Interior, Absolutely Stunning Condition, Very Rare With Approximately Only 26 Vehicles Manufactured.

1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)
1600cc Signal Red Coachwork, Soft Beige Leather Interior, Left Hand Drive, 4 Speed Manual, Recent Restoration To Concours Standard, Eligible For Many European Events.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles
Automatic Black Coachwork, Red Leather Interior, Power Assisted Steering, Wire Wheels, Recent Restoration To Virtually Concours Standard.

1962 - JAGUAR 'E' TYPE ROADSTER 3.8 (OPALESCE SILVER BLUE)
Black Leather Seats With Navy Blue Carpets, Series 1, Refurbished By One Of The UK's Most Renowned E-Type Specialists, Restored To Concours Level, Manual, Aluminium Centre Console, Soft Top, Chromed Wire Wheels, Restoration Work Fully Documented.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leather Gurney Nutting Coachwork, 1 Owner In 40 Years, Extensive History, A True Classic Completely Original Throughout And Has Been Exhibited At Louis Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting, Chassis Completely Original Throughout.

1935 - BENTLEY DERBY 3.8L SALOON
A True Classic. Completely Original Throughout and With a Very Well Documented History, Saloon, 3792cc, Petrol, 2-Axle Rigid Body, Chassis Frame no: B51EJ, Engine no: P3BP, Date Of First Registration: 30.08.1935, Had A Bare Chassis Restoration, Rebuilt To The Highest Standard. The Restoration Took Over 5 Years.

393-395 Hendon Way London NW4 3LP

tel +44 (0)20 8202 8011 fax +44 (0)20 8202 8013 email hwm@btconnect.com

www.hendonwaymotors.com

established 1952



911 PREMIER PORSCHE

Data file

Definitive facts and figures for every 911 model from 1963 – present

Welcome to the Total 911 data file, the definitive verdict to assist you in the world of 911s. All data here has been compiled, where possible, from Porsche's own figures. The cars are organised in rows according to release date beginning with the very first model, the 901 in 1963, right up to today's latest 991. Many models were available in Coupe, Targa and Cabriolet forms, with the option of automatic transmission. Data here has been provided from the Coupe variants unless stated.

Ratings: ★★★★★

Each model is rated according to performance, handling, appearance and desirability. Do you agree? Tell us your thoughts: editorial@total911.com.

ULTRA RARE You'll be lucky to see one on the road.

GREAT VALUE Provides a generous dose of 911 for your money.

INTRO 911 An ideal first 911 – affordable and largely trouble-free.

Sales debate: Why is the 911 SC not currently a more sought-after model?



Despite the air-cooled boom, 911 SC prices seem to have stayed relatively low. Paragon Porsche's Mark Sumpter believes that while the SC's production volumes are partly to blame, "people are very romantic about the early Seventies cars, and if they are going to buy an impact bumper car, they would rather have a 3.2 Carrera with all the refinements: better heating, a more powerful engine and the G50 gearbox."

However, classic specialist Paul Stephens disputes the SC's supposedly poor reputation. "The motoring press have always said, 'the SC is not quite a Carrera', so that's what people think," he explains. "But the 3.0-litre engine (particularly in 204bhp trim) is a really smooth, sweet-revving unit."

The one thing the pair agree on is that the SC is about to experience something of a revival. "I think the SC is the next

car that is really starting to pick up," explains Sumpter, "especially if you can find one in what was, a few years ago, an undesirable spec."

His views are borne out by Stephens' experience. "People have just got the whole SC thing." However, in Stephens' opinion, strong values should only be commanded by well-kept examples. "Good ones are starting to make good money, but there is a massive difference between good and also-rans," he explains. "They've been languishing around £10,000 for so long that the person who had £10,000 probably doesn't have £11,000. So when something went wrong, it was fixed with the cheapest way to put it right."

The market may be a bit of a minefield at the moment, but if the right car can be found, SCs appear to be the last of the affordable air-cooleds. They may even turn into tidy investment prospects.

911 2.0-litre (O series) 1963-67



The 911 that started it all off exactly 50 years ago when the prototype appeared in 1963, this is the car that set the style for all 911s to follow. Developed to eventually replace the 356, the 911 was an all-new design that was undoubtedly a better all-round drive than its predecessor.

Capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 149Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5Jx15, 165HR (5.5Jx15, 185HR from 1967); Rear: 4.5Jx15, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 8.3 sec
Top speed: 131mph

RATING: ★★★★★

911S (O and A series) 1966-68



Porsche soon started off something that would continue to be popular throughout the 911's history: producing more powerful variants. The first of these was the 911S (for Super), which had a higher compression engine and twin Weber 40IDS carburettors.

Capacity: 1,991cc
Compression ratio: 9.8:1
Maximum power: 160bhp @ 6,600rpm
Maximum torque: 179Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 4.5Jx15 (5.5Jx15 from 1967), 165/80R15; Rear: 4.5Jx15, 165/80R15
Length: 4,163mm
Width: 1,610mm
Weight: 1,030kg
0-60mph: 8.0 sec
Top speed: 137mph

RATING: ★★★★★

911E (C & D series) 1969-71



The C series saw an increase in engine capacity to 2,195cc. Other minor improvements made to the engine included revised cylinder heads, larger valves and stronger connecting rods. In 1970 the D series cars had hot-zinc coated undersides and other minor changes.

Capacity: 2,195cc
Compression ratio: 9.1:1
Maximum power: 155bhp @ 6,200rpm
Maximum torque: 191Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 7.5 sec
Top speed: 137mph

RATING: ★★★★★

911S (C & D series) 1969-71



An upgrade in engine size from 1,991cc to 2,195 gave the 911S a useful 10bhp hike in power to 180bhp. Unlike the 911E, though, the S didn't gain such an improvement in low-down power and torque, so you had to keep the revs up to get the full benefit of the extra horsepower.

Capacity: 2,195cc
Compression ratio: 9.8:1
Maximum power: 180bhp @ 6,500rpm
Maximum torque: 199Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185HR; Rear: 15x6J, 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 6.6 sec
Top speed: 155mph

RATING: ★★★★★

911E (F series) 1973



After a number of incidents in which people filled E series 911s with petrol via the external oil-filler, the filler returned to under the engine compartment lid. The 911E was fitted with a new type of ATS cast-aluminium wheels and had the front spoiler of the 911S.

Capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.6 sec (est)
Top speed: 140mph (est)

RATING: ★★★★★

911S (F series) 1973



For the F series, the 190bhp 911S followed the same upgrades as the 911E, the most significant being the deletion of the external oil-filler flap in the right-hand rear wing. It also adopted black trim around the front and rear lights and black front quarter grilles.

Capacity: 2,341cc
Compression ratio: 8.5:1
Maximum power: 190bhp @ 6,500rpm
Maximum torque: 216Nm @ 5,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 6.6 sec
Top speed: 144mph

RATING: ★★★★★

911 Carrera 3.0 (I & J series) 1976-77



Not sold in the US, the Carrera 3.0 was basically the same model as the previous Carrera, only fitted with a new 2,994cc engine, which was essentially that from the 911 Turbo. This engine, with the addition of some minor changes, continued to power the 911 until 1989.

Capacity: 2,994cc
Compression ratio: 8.5:1
Maximum power: 200bhp @ 6,000rpm
Maximum torque: 255Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J; Rear: 15x7J, 215VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,093kg
0-62mph: 6.3 sec
Top speed: 145mph

RATING: ★★★★★

930 3.0 1975-77



Fitted with a KKK turbocharger, this was the world's first production car to be turbocharged. Flared arches and a whaletail spoiler created a look that would become legendary. Brakes weren't good on early Turbos, and the four-speed gearbox was standard.

Capacity: 2,994cc
Compression ratio: 6.5:1
Maximum power: 260bhp @ 5,500rpm
Maximum torque: 343Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x7J, 185/70VR; Rear: 15x8J, 215/60VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,140kg (1,195kg 76)
0-62mph: 5.5 sec
Top speed: 155mph

RATING: ★★★★★

911L

(A series)
1967-68



In 1967, the 911 received its first update with the A-series. This coincided with an expansion to the range: the standard car became known as the 911L (Lux) and sat alongside the high-performance 911S and the entry-level 911T.

Capacity: 1,991cc
Compression ratio: 9.0:1
Maximum power: 130bhp @ 6,100rpm
Maximum torque: 173Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 285mm discs
Wheels & tyres: Front: 15x5.5J, 185HR; Rear: 15x5.5J, 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 8.4 sec
Top speed: 132mph

RATING:
★★★★★

911T

(A & B series)
1967-68



The entry-level 911T had a 110bhp engine that, to save money, used cast-iron cylinder heads (as opposed to the Biral aluminium/iron items which gave more efficient cooling) and carburetors instead of fuel injection. The interior specification was similar to that of the 912.

Capacity: 1,991cc
Compression ratio: 8.6:1
Maximum power: 110bhp @ 5,800rpm
Maximum torque: 156Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 8.8 sec (est)
Top speed: 124mph

RATING:
★★★★★

911E

(B series)
1968-69



In 1968 the 911 received its first significant update, enabling it to evolve into what is known as the B series. Central to the new model line-up was the 911E, which replaced the 911L as the 'standard' car. The 'E' stood for 'Einspritz', which is German for injection.

Capacity: 1,991cc
Compression ratio: 9.1:1
Maximum power: 140bhp @ 6,500rpm
Maximum torque: 175Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 7.6 sec
Top speed: 130mph

RATING:
★★★★★

911S

(B series)
1968-69



The 911S was updated to B series specification in line with the 911E. Like the E, the more sporty S gained a fuel injection, boosting power to a useful 170bhp. To help cope with the extra demands this put on the engine, an additional oil cooler was fitted in the front right-hand wing.

Capacity: 1,991cc
Compression ratio: 9.9:1
Maximum power: 170bhp @ 6,800rpm
Maximum torque: 183Nm @ 5,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185HR; Rear: 15x6J, 185HR
Length: 4,163mm
Width: 1,610mm
Weight: 995kg
0-60mph: 6.6 sec
Top speed: 155mph

RATING:
★★★★★

911T

(C & D series)
1969-71



When the 911E and 911S increased their engine capacity to 2.2 litres, their little brother followed suit. Like the 911E, the torque curve was now flatter, in the process making the car more driveable. Ventilated discs from the S were fitted and a five-speed gearbox became standard.

Capacity: 2,195cc
Compression ratio: 8.6:1
Maximum power: 125bhp @ 5,800rpm
Maximum torque: 177Nm @ 4,200rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165HR; Rear: 15x5.5J, 165HR
Length: 4,163mm
Width: 1,610mm
Weight: 1,020kg
0-60mph: 7.0 sec (est)
Top speed: 123mph

RATING:
★★★★★

911E

(E series)
1972



An increase in engine capacity to 2,341cc was achieved by increasing the stroke from 66mm to 70.4mm while at the same time leaving the bore unchanged. The new 915 transmission was a stronger unit, making it better suited to the extra power.

Capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.5 sec
Top speed: 137mph

RATING:
★★★★★

911T

(E series)
1972



The entry-level 911T received a boost in engine size to 2,341cc in 1972 to compensate for its increased power. However, a lower compression ratio and the inclusion of Zenith 40 TIN triple-choke carburetors led to the relatively lower power output of 130bhp.

Capacity: 2,341cc
Compression ratio: 7.5:1
Maximum power: 130bhp @ 6,200rpm
Maximum torque: 196Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x5.5J, 165VR; Rear: 15x5.5J, 165VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.6 sec
Top speed: 128mph

RATING:
★★★★★

Carrera 2.7 RS

(F series)
1972-73



The RS had a 2,681cc engine that developed 210bhp. The body was lightened and fitted with flared rear arches and an optional ducktail spoiler. The RS Sport was an ultra-light model, while the Touring car retained some creature comforts.

Capacity: 2,681cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x7J, 215VR
Length: 4,163mm
Width: 1,610mm
Weight: 975kg (Sport)
0-60mph: 5.6 sec
Top speed: 153mph

RATING:
★★★★★

911T

(F series)
1973



US-bound F series 911Ts were the first 911s to have Bosch K-Jetronic fuel injection. This was fundamentally mechanical with some electronic sensors. It gave precise injections of fuel as required, in the process keeping emissions down and improving economy.

Capacity: 2,341cc
Compression ratio: 8.0:1
Maximum power: 165bhp @ 6,200rpm
Maximum torque: 206Nm @ 4,500rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,163mm
Width: 1,610mm
Weight: 1,050kg
0-60mph: 7.0 sec (est)
Top speed: 140mph (est)

RATING:
★★★★★

911

(G, H, I, J series)
1974-77



For 1974, the entry-level car was badged '911' and fitted with a 2.7-litre engine. Bumpers were added to conform to US regulations, and from 1976 all 911s were hot-dip coated and fitted with 'elephant ear' mirrors.

Capacity: 2,687cc
Compression ratio: 8.0:1
Maximum power: 150bhp @ 5,700rpm (165bhp @ 5,800 from 1,976)
Maximum torque: 235Nm @ 3,800rpm (235Nm @ 4,000rpm from '76)
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J; Rear: 15x6J, 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 8.5 sec
Top speed: 130mph

RATING:
★★★★★

911S

(G, H, I, J series)
1974-77



For 1974, Porsche realigned its model line-up, and the 911S was no longer the range-topping car, but rather a mid-range model comparable to the previous 911E. It had the same body changes as the base model, and came as standard with 15-inch ATS 'cookie cutter' wheels.

Capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 175bhp @ 5,800rpm
Maximum torque: 235Nm @ 4,000rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x6J, 185VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 7.0 sec
Top speed: 142mph

RATING:
★★★★★

911 Carrera 2.7

(G & H series)
1974-75



From 1974, Porsche used the Carrera name on its range-topping 911. The 911 Carrera used essentially the same 2.7-litre, 210bhp engine as the previous year's RS for all markets except the USA. In 1975 it was available with an optional new whaletail spoiler.

Capacity: 2,687cc
Compression ratio: 8.5:1
Maximum power: 210bhp @ 6,300rpm
Maximum torque: 255Nm @ 5,100rpm
Brakes: Front: 282mm discs; Rear: 290mm discs
Wheels & tyres: Front: 15x6J, 185VR; Rear: 15x7J, 215VR
Length: 4,291mm
Width: 1,610mm
Weight: 1,075kg
0-60mph: 6.1 sec
Top speed: 149mph

RATING:
★★★★★

GREAT VALUE GREAT

1978-83 930 3.3

A larger engine resulted in an extra 40bhp of power, and an intercooler on top of the engine led to the adoption of a new 'teatray' spoiler. The brakes were upgraded with 917 racecar-based items, larger discs and four-piston calipers.

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 412Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 15x7J, 185/70VR; Rear: 15x8J, 215/60VR
Length: 4,491mm
Width: 1,775mm
Weight: 1,300kg
0-62mph: 5.4 sec
Top speed: 160mph

RATING:
★★★★★



911 SC

INTRO
911

1978-83



From 1978, the SC was the only normally aspirated 911. It was a development of the Carrera 3.0, but the engine produced less power to suit all markets. A Sport option allowed for the inclusion of front and rear spoilers, 16-inch Fuchs alloy wheels, sports seats and dampers.

Capacity: 2,994cc
Compression ratio: 8.5:1/8.6:1/9.8:1
Maximum power: 180/188/204bhp @ 5,500rpm
Maximum torque: 265/265/267Nm @ 4,300rpm
Brakes: Front: 287mm discs; Rear: 295mm discs
Wheels & tyres: Front: 15x6J, 185/70VR; Rear: 15x7J, 215/60VR (16-inch optional)
Length: 4,291mm
Width: 1,626mm
Weight: 1,160kg (1978 Coupe)
0-62mph: 6.5 sec
Top speed: 141mph

RATING:
★★★★★

930 3.3

1984-89



A revised engine added more power and torque in 1984, while in 1987 Motronic engine management improved efficiency and emissions when the car returned to the US market. Perforated brake discs later appeared in 1988, while a five-speed gearbox arrived in 1989.

Capacity: 3,299cc
Compression ratio: 7.0:1
Maximum power: 300bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg
0-62mph: 5.4 sec
Top speed: 161mph

RATING:
★★★★★



Nine Excellence

Porsche Independent Specialists



Servicing

- Servicing, Repairs & MOTs
- Engine & Transmission Rebuilds
- Restorations
- Pre-Purchase Inspections
- Detailing & Aftercare
- Alignment & Geo
- All Porsche Models Covered
- Fully Trained Porsche Technicians
- Fixed Price Servicing

Performance

- 9e Performance Packages
- 9e Performance Exhausts
- 9e Suspension & Brakes
- 9e Engine Builds
- 9e Custom Builds

Unit 3, Axiom Business Park,
41 Balcombe Road, Horley,
(Nr Gatwick) Surrey, RH6 7HF

www.nineexcellence.com
01293 226 911
service@nineexcellence.com

Porsche

Torque
Porsche Specialist

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Based in Uxbridge and serving the entire West London area, Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

Fully equipped Porsche workshop
Bodywork and restorations
Diagnostics and Porsche tuning
Free estimates

Engine & gearbox rebuild specialists
Collection & delivery service
Pop in for a free mechanical assessment
Audio & alarm fitting

50 YEARS COMBINED EXPERIENCE FROM EX OPC MASTER TECHNICIANS (AFN, HATFIELD)



01895 814446 / 07507 623997

www.porschespecialistsheathrow.co.uk

Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP



all major credit cards are accepted



Find us on
Facebook

Carrera 3.2 INTRO 911 1984-89



The Carrera 3.2 had almost the same galvanised body as the SC. The engine was claimed by Porsche to be 80 per cent new, and was the first production 911 motor to feature an ECU to control the ignition and fuel systems. The Getrag G50 gearbox appeared in 1987.

Capacity: 3,164cc
Compression ratio: 10.3:1
Maximum power: 231bhp @ 5,900rpm
Maximum torque: 284Nm @ 4,800rpm
Brakes: Front: 304mm discs; Rear: 309mm discs.
Wheels & tyres: Front: 15x7J, 195/65VR; Rear: 15x8J, 215/60VR (16 inches for 1989)
Length: 4,291mm
Width: 1,650mm
Weight: 1,210kg
0-62mph: 5.6 sec
Top speed: 148mph

RATING:
★★★★☆

930 LE ULTRA RARE 1989



Essentially an SE without a slantnose front, the LE had the same engine, front spoiler, sill extensions and rear air intakes. The fully spec'd interior and 'Limited Edition' status meant the LE was initially thought by many to be the last ever 911 Turbo. Of course, that wasn't the case...

Capacity: 3,299cc
Compression ratio: 70:1
Maximum power: 330bhp @ 5,500rpm
Maximum torque: 432Nm @ 4,000rpm
Brakes: Front: 304mm discs; Rear: 309mm discs
Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR
Length: 4,491mm
Width: 1,775mm
Weight: 1,335kg
0-62mph: 4.6 sec
Top speed: 173mph

RATING:
★★★★★

964 Carrera 2 1990-93



Not everyone wanted four-wheel drive. Reflecting this attitude, the rear-drive Carrera 2 offered an emphatically more traditional 911 experience and was 100kg lighter, but

looked identical to the Carrera 4. Tiptronic automatic transmission was a new option.

Capacity: 3,600cc
Compression ratio: 10.3:1
Maximum power: 250bhp @ 6,100rpm
Maximum torque: 310Nm @ 4,800rpm
Brakes: Front: 298mm discs; Rear: 299mm discs
Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)
Length: 4,250mm
Width: 1,650mm
Weight: 1,350kg
0-62mph: 5.5 sec
Top speed: 164mph

RATING:
★★★★☆

964 Turbo 1990-92



This used the revised 964 body shell, extended arches and 'teatray' spoiler. The engine was essentially the 3.3-litre unit from the previous model, but updated to give more power. Brakes were ABS-equipped. 17-inch Cup wheels were a new design, as were the 'teardrop' door mirrors.

Capacity: 3,299cc
Compression ratio: 70:1
Maximum power: 320bhp @ 5,750rpm
Maximum torque: 450Nm @ 4,500rpm
Brakes: Front: 322mm discs; Rear: 299mm discs
Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/45ZR17
Length: 4,250mm
Width: 1,775mm
Weight: 1,470kg
0-62mph: 5.0 sec
Top speed: 169mph

RATING:
★★★★☆

964 3.8 RS 1993



Identified by a lightweight Turbo bodysell, large rear spoiler and 18-inch Speedline wheels. Power came from a new 3.8-litre unit with hot-film air sensor and twin exhaust.

Suspension was RS-derived, while brakes were a mix of RS and Turbo 3.6 items.

Capacity: 3,746cc
Compression ratio: 11.6:1
Maximum power: 300bhp @ 6,500rpm
Maximum torque: 359Nm @ 5,250rpm
Brakes: Front: 322mm discs; Rear: 299mm discs.
Wheels & tyres: Front: 18x9J, 235/40ZR; Rear: 18x11J, 285/35ZR
Length: 4,250mm
Width: 1,775mm
Weight: 1,210kg
0-62mph: 4.9 sec
Top speed: 169mph

RATING:
★★★★★

993 Carrera 1993-97



Restyled bodywork had swept-back headlamps, curvaceous wings and blended-in bumpers. The engine was revised with hydraulic tappets and hot-film airflow sensor, plus VarioRam from 1996. All-new multilink rear suspension gave improved handling.

Capacity: 3,600cc
Compression ratio: 11.3:1
Maximum power: 272bhp @ 6,000rpm
Maximum torque: 330Nm @ 5,000rpm
Brakes: Front: 304mm discs; Rear: 299mm discs
Wheels & tyres: Front: 16x7J, 205/55ZR16; Rear: 16x9J, 245/45ZR16 (17-inch rims optional)
Length: 4,245mm
Width: 1,735mm
Weight: 1,370kg (Coupe)
0-62mph: 5.6 sec
Top speed: 168mph

RATING:
★★★★☆

993 Turbo 1996-98



The Turbo was fitted with two KKK turbochargers in order to reduce lag. Also, the power went to all four wheels using the Carrera 4's transmission system. Brakes were distinctive 'big reds' under hollow-spoked 18-inch wheels.

Capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 408bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
Length: 4,245mm
Width: 1,795mm
Weight: 1,500kg
0-62mph: 4.3 sec
Top speed: 180mph

RATING:
★★★★★

993 GT2 1995-96



Basically a 911 Turbo, but with reduced equipment. It also included rear-wheel-drive, making it a better track car. The massive front and rear spoilers and bolt-on wheel-arch extensions give it a distinctive appearance.

Capacity: 3,600cc
Compression ratio: 8.0:1
Maximum power: 430bhp @ 5,750rpm
Maximum torque: 540Nm @ 4,500rpm
Brakes: Front: 322mm discs; Rear: 322mm discs
Wheels & tyres: Front: 18x9J, 235/40ZR18; Rear: 18x11J, 285/35ZR18
Length: 4,245mm
Width: 1,855mm
Weight: 1,290kg
0-62mph: 3.9 sec
Top speed: 189mph

RATING:
★★★★★

930 SE ULTRA RARE 1986-89



Slantnosed and based on that of the 935 racecars, with pop-up headlamps. The front spoiler was made deeper in order to accommodate the extra oil cooler, while intakes in the rear wings fed air to the brakes. The larger turbocharger and four-outlet exhaust gave 30bhp of extra power.

Capacity: 3,299cc
 Compression ratio: 7.0:1
 Maximum power: 330bhp @ 5,500rpm
 Maximum torque: 432Nm @ 4,000rpm
 Brakes: Front: 304mm discs; Rear: 309mm discs
 Wheels & tyres: Front: 16x7J, 205/55VR; Rear: 16x9J, 245/45VR
 Length: 4,491mm
 Width: 1,775mm
 Weight: 1,335kg
 0-62mph: 4.6 sec
 Top speed: 173mph

RATING:
★★★★★

3.2 Clubsport 1987-89



Removing the 'luxuries' from the Carrera 3.2 sliced around 40kg off the car's weight. Revised engine management gave a higher rev limit of 6,840rpm, but Porsche never claimed there was any increase in power. Suspension uprated and limited-slip differential standard.

Capacity: 3,164cc
 Compression ratio: 10.3:1
 Maximum power: 231bhp @ 5,900rpm
 Maximum torque: 284Nm @ 4,800rpm
 Brakes: Front: 304mm discs; Rear: 309mm discs.
 Wheels & tyres: Front: 15x6J, 195/65VR; Rear: 15x7J, 215/60VR
 Length: 4,291mm
 Width: 1,650mm
 Weight: 1,170kg
 0-60mph: 5.1 sec
 Top speed: 151mph

RATING:
★★★★★

Speedster 1989



Essentially a Carrera 3.2 with a chopped, more steeply raked windscreen and hood and stripped-out interior. Most had wide Turbo bodies. Porsche insisted that the simple hood was not designed to be 100 per cent watertight. 2,065 examples of this model were built.

Capacity: 3,164cc
 Compression ratio: 10.3:1
 Maximum power: 231bhp @ 5,900rpm
 Maximum torque: 284Nm @ 4,800rpm
 Brakes: Front: 304mm discs; Rear: 309mm discs.
 Wheels & tyres: Front: 15x7J, 195/65VR; Rear: 15x8J, 215/60VR
 Length: 4,291mm
 Width: 1,650mm
 Weight: 1,210kg
 0-60mph: 5.6 sec
 Top speed: 148mph

RATING:
★★★★★

964 Carrera 4 1989-93



Heavily revised bodywork, deformable bumpers over coil-spring suspension and four-wheel-drive marked this radical overhaul of the 911, which Porsche claimed was 87 per cent new. The 3.6-litre engine featured two spark plugs per cylinder and ceramic exhaust port liners.

Capacity: 3,600cc
 Compression ratio: 10.3:1
 Maximum power: 250bhp @ 6,100rpm
 Maximum torque: 310Nm @ 4,800rpm
 Brakes: Front: 298mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)
 Length: 4,250mm
 Width: 1,650mm
 Weight: 1,450kg
 0-62mph: 5.7 sec
 Top speed: 162mph

RATING:
★★★★★

964 RS 1991-92



Around 120kg was lost by deleting 'luxuries' and fitting magnesium Cup wheels. Power was boosted by 10bhp and fed through a flywheel and uprated clutch. Suspension was lowered by 40mm and uprated, as were the brakes. Sport and Touring versions were also offered.

Capacity: 3,600cc
 Compression ratio: 10.3:1
 Maximum power: 260bhp @ 6,100rpm
 Maximum torque: 310Nm @ 4,800rpm
 Brakes: Front: 322mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 17x7.5J, 205/50ZR17; Rear: 17x9J, 255/40ZR17
 Length: 4,250mm
 Width: 1,650mm
 Weight: 1,230kg (Sport)
 0-62mph: 5.2 sec
 Top speed: 162mph

RATING:
★★★★★

964 Turbo S 1992-93



Essentially a 911 Turbo, but 180kg lighter. Intakes in the rear arches funnelled air to the brakes, while the engine power was boosted by 61bhp thanks to the larger turbocharger, bigger valves and revised engine management, with suspension uprated as per the RS. Just 80 were built.

Capacity: 3,299cc
 Compression ratio: 7.0:1
 Maximum power: 381bhp @ 6,000rpm
 Maximum torque: 490Nm @ 4,800rpm
 Brakes: Front: 322mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/35ZR18
 Length: 4,250mm
 Width: 1,775mm
 Weight: 1,290kg
 0-62mph: 4.6 sec
 Top speed: 180mph

RATING:
★★★★★

964 C2 Speedster 1993-94



This combined the 964 bodyshell with the hood and windscreen of the Carrera 3.2 Speedster plus the RS interior. It is thought that Porsche planned to build around 3,000, but only 936 were made, many in bright colours such as yellow or red with colour-coded wheels.

Capacity: 3,600cc
 Compression ratio: 10.3:1
 Maximum power: 250bhp @ 6,100rpm
 Maximum torque: 310Nm @ 4,800rpm
 Brakes: Front: 298mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 16x6J, 205/55ZR16; Rear: 16x8J, 225/50ZR16 (17-inch rims optional)
 Length: 4,250mm
 Width: 1,650mm
 Weight: 1,340kg
 0-62mph: 5.5 sec
 Top speed: 164mph

RATING:
★★★★★

964 Turbo 3.6 1993-94



The Turbo received an engine based on the 3.6-litre 964 unit, albeit one that had been modified. Distinctive 18-inch split-rim Speedline wheels covered the big-red brake calipers. Suspension was lowered by 20mm (not in the US) and a front strut-brace was fitted.

Capacity: 3,600cc
 Compression ratio: 7.5:1
 Maximum power: 360bhp @ 5,500rpm
 Maximum torque: 520Nm @ 4,200rpm
 Brakes: Front: 322mm discs; Rear: 299mm discs.
 Wheels & tyres: Front: 18x8J with 225/40ZR18 tyres; Rear: 18x10J with 265/35ZR18 tyres
 Length: 4,250mm
 Width: 1,775mm
 Weight: 1,470kg
 0-62mph: 4.8 sec
 Top speed: 174mph

RATING:
★★★★★

993 Carrera 4 1994-97



As per the 993-model Carrera, but with four-wheel-drive. Transmission was half the weight of the previous Carrera 4, and was designed to give the driving experience a more rear-drive-esque feel. Automatic Brake Differential (ABD) compensated for wheelspin.

Capacity: 3,600cc
 Compression ratio: 11.3:1
 Maximum power: 272bhp @ 6,000rpm
 Maximum torque: 330Nm @ 5,000rpm
 Brakes: Front: 304mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 16x7J, 205/55ZR16; Rear: 16x9J, 245/45ZR16 (17-inch rims optional)
 Length: 4,245mm
 Width: 1,735mm
 Weight: 1,420kg
 0-62mph: 5.8 sec
 Top speed: 166mph

RATING:
★★★★★

ULTRA-RARE MODEL ULTRA RARE 1995-96 993 Carrera RS

Had a lightweight body as per RS tradition, but teamed with a 3.8-litre engine, VarioRam intake system and remapped ECU to create 200bhp, fed to the rear wheels only, with suspension and brakes all uprated. It is recognisable by the fixed rear whaletail and large front spoiler.

Capacity: 3,746cc
 Compression ratio: 11.5:1
 Maximum power: 300bhp @ 6,000rpm
 Maximum torque: 355Nm @ 5,400rpm
 Brakes: Front: 322mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 265/35ZR18
 Length: 4,245mm
 Width: 1,735mm
 Weight: 1,279kg
 0-62mph: 5.0 sec
 Top speed: 172mph

RATING:
★★★★★



993 Carrera 4S 1995-96



The 4S was effectively a Carrera 4 with a Turbo wide bodyshell (albeit lacking a fixed rear spoiler). It also boasted Turbo brakes and suspension, and the 18-inch wheels were aesthetically similar to the equivalent Turbo items.

Capacity: 3,600cc
 Compression ratio: 11.3:1
 Maximum power: 285bhp @ 6,100rpm
 Maximum torque: 340Nm @ 5,250rpm
 Brakes: Front: 322mm discs; Rear: 322mm discs
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
 Length: 4,245mm
 Width: 1,795mm
 Weight: 1,520kg
 0-62mph: 5.3 sec
 Top speed: 168mph

RATING:
★★★★★

993 Carrera S 1997-98



The features that come with the Carrera S are similar to the Carrera 4S's, only in rear-wheel-drive. Sought after for its superb handling and looks, the split engine cover lid and wide body give it a distinctive appearance.

Capacity: 3,600cc
 Compression ratio: 11.3:1
 Maximum power: 285bhp @ 6,100rpm
 Maximum torque: 340Nm @ 5,250rpm
 Brakes: Front: 322mm discs; Rear: 322mm discs
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
 Length: 4,245mm
 Width: 1,795mm
 Weight: 1,450kg
 0-62mph: 5.4 sec
 Top speed: 168mph

RATING:
★★★★★

993 Turbo S 1998



The 993 Turbo S was a fitting final hurrah to the last air-cooled 911. With 450bhp for UK models, it was the fastest and most luxurious road going model Stuttgart had ever produced. Manual only as Tiptronic had not been developed to manage the abundance of torque.

Capacity: 3,600cc
 Compression ratio: 8.0:1
 Maximum power: 450bhp @ 5,750rpm
 Maximum torque: 585Nm @ 4,500rpm
 Brakes: Front: 320mm discs; Rear: 322mm discs
 Wheels & tyres: Front: 18x8J, 225/40/18; Rear: 18x10J, 285/30/18
 Length: 4,245mm
 Width: 1,795mm
 Weight: 1,583kg
 0-62mph: 4.1 sec
 Top speed: 186mph

RATING:
★★★★★

996 Carrera INTRO 911 1998-2001



An all-new 911 with larger, restyled bodywork and a 3.4-litre water-cooled engine. The interior was redesigned in order to enable better ergonomic efficiency and allow for more room. The Carrera was a rear-wheel-drive, entry-level model, ideal for first-time Porsche drivers.

Capacity: 3,387cc
 Compression ratio: 11.3:1
 Maximum power: 300bhp @ 6,800rpm
 Maximum torque: 350Nm @ 4,600rpm
 Brakes: Front: 318mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
 Length: 4,430mm
 Width: 1,765mm
 Weight: 1,320kg
 0-62mph: 5.2 sec
 Top speed: 174mph

RATING:
★★★★★

996 Carrera 4 1998-2001



Four-wheel-drive transmission fed only five per cent of power to front in normal driving, increasing to up to 40 per cent when required. Porsche Stability Management combined traction control, anti-slip control and Automatic Braking Differential.

Capacity: 3,387cc
 Compression ratio: 11.3:1
 Maximum power: 300bhp @ 6,800rpm
 Maximum torque: 350Nm @ 4,600rpm
 Brakes: Front: 318mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
 Length: 4,430mm
 Width: 1,765mm
 Weight: 1,375kg
 0-62mph: 5.2 sec
 Top speed: 174mph

RATING:
★★★★★

911 technology explained



Total 911 explains the Porsche Stability Management system that keeps your Porsche 911 pointing in the right direction

With the unveiling of the 996 Carrera 4 in 1998, Porsche introduced PSM, an electronic stability control system aimed at making sure your 911 headed in the right direction even when you overstepped the mark. Since becoming a universally adopted standard feature in 2003, PSM has been steadily developing, resulting in the system we now experience in the latest 991s.

PSM is an umbrella term for a range of electronic controls, all working together to ensure maximum stability. Myriad sensors are monitored, with wheel speed measured courtesy of the ABS sensors. Engine speed, throttle position, lateral acceleration, yaw (the car spinning around a central axis) and steering wheel position measurements are also recorded, enabling PSM to calculate the actual direction of travel at all times.

From this data, PSM can undertake preventative action should the car understeer or oversteer. If the front end slides, the PSM light will start to flash and the inside rear wheel is braked to help it turn

tighter. Conversely, if the rear end steps out, the outside front wheel is selectively braked to provide rear-end stability. In Sport Plus mode, the PSM threshold is increased, allowing a greater slip angle to be achieved.

PSM also makes use of an Automatic Brake Differential (ABD). This brakes the spinning wheel if traction is lost, transferring power to the wheel with more grip. Traction can also be controlled via a standard traction control system, where the engine's ignition is retarded to reduce power output. On PDK models, PSM can influence gear changes for stability.

ABS is also controlled under the PSM umbrella and remains active, even when PSM is turned off via the centre console button (as does the ABD). When turned off, the PSM controls will automatically re-engage if one of the front wheels requires ABS assistance (in Sport Plus mode, both front wheels will require ABS assistance before PSM is re-engaged). This ensures that even during exuberant driving, PSM is still primed to keep you out of trouble.

Head to head: 1966 Porsche 911 v Porsche 912



The two cars here look (outwardly at least) remarkably similar. Indeed, in name there is just one number between them. However, while the red Porsche sans spotlights is an original, short-wheelbase 911 from 1966, its counterpart in this head-to-head is the 356-engined 912.

The 912's four-cylinder 90bhp engine and sparse interior (with just three dials to the 911's five) made the car an attractive sales proposition, outselling the 911 from

1965 to 1968. But the 911 has been the model that endured the test of time, earning numerous revisions across the last 50 years of production as the 912's popularity hit a lull ahead of its axe in 1969.

We got behind the wheel of both to find out whether the lightweight, low-power 912 can ever be a match for its six-cylinder big brother. To find out how these two classic Porsches got on, pick up a copy of issue 109 from www.imagineshop.co.uk, or download it from www.greatdigitalmags.com.

996 GT3

1998-2000



Commonly called the Gen1 GT3, this was a lightweight 996 with a 3.6-litre engine driving the rear wheels. Suspension was lowered by 30mm and brakes uprated.

Available in Clubsport and Comfort guises, 1,890 were built, of which 103 were right-hand-drive.

Capacity: 3,600cc
 Compression ratio: 11.7:1
 Maximum power: 360bhp @ 6,300rpm
 Maximum torque: 370Nm @ 5,100rpm
 Brakes: Front: 330mm discs; Rear: 330mm discs
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x10J, 285/30ZR18
 Length: 4.430mm
 Width: 1.765mm
 Weight: 1,350kg
 0-62mph: 4.8 sec
 Top speed: 188mph

RATING:
 ★★★★★

996 Turbo

2000-05



Distinguished by wide rear arches, air intakes and a deep front spoiler, plus part-fixed, part-retractable rear spoiler. The 3.6-litre engine is different to the naturally aspirated 996 unit and fitted with twin KKK K17 turbochargers and VarioCam Plus. PSM is standard.

Capacity: 3,600cc
 Compression ratio: 9.4:1
 Maximum power: 420bhp @ 6,000rpm
 Maximum torque: 560Nm @ 2,700 to 4,600rpm
 Brakes: Front: 330mm discs; Rear: 330mm discs
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
 Length: 4.435mm
 Width: 1.830mm
 Weight: 1,540kg
 0-62mph: 4.2 sec
 Top speed: 189mph

RATING:
 ★★★★★

Gen2 996 C2

2001-04



Face-lifted with Turbo-style headlamps and revised front and rear bumpers. Fitted with the more powerful 3.6-litre engine, VarioCam Plus and other refinements. Manual and Tiptronic transmission was also improved on.

Moreover, the cabin received minor updates.

Capacity: 3,596cc
 Compression ratio: 11.3:1
 Maximum power: 320bhp @ 6,800rpm
 Maximum torque: 370Nm @ 4,250rpm
 Brakes: Front: 318mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
 Length: 4.430mm
 Width: 1.765mm
 Weight: 1,345kg
 0-62mph: 5.0 sec
 Top speed: 178mph

RATING:
 ★★★★★

Gen2 996 C4

2001-04



Face-lifted in line with the rear-drive Carrera, this was the four-wheel-drive incarnation of the aforementioned earlier model. For most people who have experienced it, it drove

a lot like the Carrera and, indeed, there is very little to choose from between them.

Capacity: 3,596cc
 Compression ratio: 11.3:1
 Maximum power: 320bhp @ 6,800rpm
 Maximum torque: 370Nm @ 4,250rpm
 Brakes: Front: 318mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 17x7J, 205/50ZR17; Rear: 17x9J, 255/40ZR17 (18-inch rims optional)
 Length: 4.430mm
 Width: 1.765mm
 Weight: 1,405kg
 0-62mph: 5.3 sec
 Top speed: 175mph

RATING:
 ★★★★★

996 GT3 RS

2004-05



Same 3,600cc engine as in GT3, but with excessive weight saving, offering 280bhp per ton – an improvement of four per cent over the Clubsport version of the 996

GT3. Moreover, it also came with PCCB included as standard. White with side inscriptions in blue or red.

Capacity: 3,600cc
 Compression ratio: 11.7:1
 Maximum power: 381bhp @ 7,400rpm
 Maximum torque: 385Nm @ 3,500 to 5,000rpm
 Brakes: Six piston calipers front, four piston rear
 Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x11J, 295/30ZR18
 Length: 4.435mm
 Width: 1.770mm
 Weight: 1,360kg
 0-62mph: 4.4 sec
 Top speed: 190mph

RATING:
 ★★★★★

996 Turbo S

2004-05



A 911 Turbo with the previously optional 30bhp power upgrade, consisting of larger turbochargers, uprated intercoolers and revised ECU. The ceramic brakes were

standard, and 18-inch alloys finished in GT Metallic Silver paint, in addition to the highly specced interior.

Capacity: 3,600cc
 Compression ratio: 9.4:1
 Maximum power: 450bhp @ 5,000rpm
 Maximum torque: 620Nm @ 3,500 to 4,400rpm
 Brakes: Front: 350mm discs; Rear: 350mm discs
 Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
 Length: 4.435mm
 Width: 1.830mm
 Weight: 1,590kg
 0-62mph: 4.1 sec
 Top speed: 191mph

RATING:
 ★★★★★

997 Carrera 4

2005-08



The Carrera 4 was much like the 997 Carrera, but with drive to all four wheels via a multi-disc viscous coupling that transferred between five and 40 per cent of traction to

the front wheels. It was 44mm wider at the rear than the Carrera in order to allow for wider wheels.

Capacity: 3,596cc
 Compression ratio: 11.8:1
 Maximum power: 325bhp @ 6,800rpm
 Maximum torque: 370Nm @ 4,250rpm
 Brakes: Front: 318mm discs; Rear: 299mm discs
 Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x11J, 295/35ZR18
 Length: 4.427mm
 Width: 1.852mm
 Weight: 1,495kg
 0-62mph: 5.1 sec
 Top speed: 174mph

RATING:
 ★★★★★

997 Carrera 4S

2005-08



The same 3.8-litre, 355bhp engine as the Carrera S, but coupled with the four-wheel-drive system on the Carrera 4. It also had 44mm wider rear arches to compensate

for the 11-inch wider wheels and helped give a more aggressive look.

Capacity: 3,824cc
 Compression ratio: 11.8:1
 Maximum power: 355bhp @ 6,800rpm
 Maximum torque: 400Nm @ 4,250rpm
 Brakes: Front: 330mm discs; Rear: 330mm discs
 Wheels & tyres: Front: 19x8J, 235/35ZR19; Rear: 19x11J, 295/30ZR19
 Length: 4.427mm
 Width: 1.852mm
 Weight: 1,550kg
 0-62mph: 4.8 sec
 Top speed: 179mph

RATING:
 ★★★★★

996 Carrera 4S 2001-05



Basically a Carrera 4 with the Turbo bodyspell, without rear air intakes, and with a full-width rear reflector panel. The suspension and brakes were similar to the Turbo, while wheels were 18-inch items. The interior spec was higher than that of conventional Carrera 4.

Capacity: 3,596cc
Compression ratio: 11.3:1
Maximum power: 320bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8J, 225/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,495kg
0-62mph: 5.0 sec
Top speed: 175mph

RATING:
 ★★★★★

996 GT2 2001-03



A lightweight, Turbo-bodied 996 with uprated turbocharged engine that produced 460bhp and drove the rear wheels. The suspension was uprated, while brakes had ceramic discs. Revised ECU later gave extra 21bhp and came with PCCB as standard.

Capacity: 3,600cc
Compression ratio: 9.4:1
Maximum power: 462bhp @ 5,700rpm
Maximum torque: 620Nm @ 3,500 to 4,500rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x12J, 315/30ZR18
Length: 4,435mm
Width: 1,830mm
Weight: 1,440kg
0-62mph: 4.1 sec
Top speed: 195mph

RATING:
 ★★★★★

GREAT VALUE GREAT

2003-2005 Gen2 996 GT3

Also known as the GT3 Gen2, it was based on the facelifted 996 Carrera, but with new spoilers. The 3.6-litre engine produced 381bhp. Suspension was lowered and uprated, and ceramic brakes optional. The interior was full-spec unless you opted for the Clubsport.

Capacity: 3,600cc
Compression ratio: 11.7:1
Maximum power: 381bhp @ 7,400rpm
Maximum torque: 385Nm @ 5,000rpm
Brakes: Front: 350mm discs; Rear: 330mm discs
Wheels & tyres: Front: 18x8.5J, 235/40ZR18; Rear: 18x11J, 295/30ZR18
Length: 4,435mm
Width: 1,770mm
Weight: 1,380kg
0-62mph: 4.5 sec
Top speed: 190mph

RATING:
 ★★★★★



997 Carrera 2004-08



Fully revised 911 with 993-influenced bodywork and a new interior. The 3.6-litre engine was like the 996, but refined for more power. Additionally, twin exhaust tailpipes were coupled with rear-wheel drive via six-speed Tiptronic transmission.

Capacity: 3,596cc
Compression ratio: 11.8:1
Maximum power: 325bhp @ 6,800rpm
Maximum torque: 370Nm @ 4,250rpm
Brakes: Front: 318mm discs; Rear: 299mm discs
Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10J, 265/40ZR18
Length: 4,427mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 5.0 sec
Top speed: 177mph

RATING:
 ★★★★★

997 Carrera S 2004-08



As per the 997 Carrera, but with the more powerful 3.8-litre engine and PASM. 19-inch wheels came as standard, with larger 330mm ventilated discs. It had Quad exhaust tailpipes, and was available as rear-wheel-drive only.

Capacity: 3,824cc
Compression ratio: 11.8:1
Maximum power: 355bhp @ 6,800rpm
Maximum torque: 400Nm @ 4,600rpm
Brakes: Front: 330mm discs; Rear: 330mm discs
Wheels & tyres: Front: 19x8J, 235/35/ZR19; Rear: 19x11J, 295/30/ZR19
Length: 4,427mm
Width: 1,808mm
Weight: 1,495kg
0-62mph: 4.7 sec
Top speed: 182mph

RATING:
 ★★★★★

997 Turbo 2005-10



Similar to the 997 Carrera 4S body, but with extra intakes at the front and sides. It essentially had the 996 Turbo engine, but with all-new twin turbos, Variable Turbine

Geometry (VTG) that effectively gave the best of both small and large turbochargers.

Capacity: 3,600cc
Compression ratio: 9.0:1
Maximum power: 480bhp @ 6,000rpm
Maximum torque: 620Nm @ 2,100-4,000rpm
Brakes: Front: 350mm discs; Rear: 350mm discs
Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
Length: 4,450mm
Width: 1,852mm
Weight: 1,585kg
0-62mph: 3.9 sec
Top speed: 193mph

RATING:
 ★★★★★

997 GT3 2006-07



Track-focused car based on narrow-bodied Carrera and with reworked 996 GT3 engine. PASM was standard, but reworked to suit the sporting traits. Revs to 8,400rpm, 200rpm higher than 996 GT3. VarioCam was used on the 997 GT3 to improve torque.

Capacity: 3,600cc
Compression ratio: 12.0:1
Maximum power: 415bhp @ 7,600rpm
Maximum torque: 405Nm @ 5,500rpm
Brakes: Front: 380mm discs; Rear: 340mm discs
Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19
Length: 4,445mm
Width: 1,808mm
Weight: 1,395kg
0-62mph: 4.3sec
Top speed: 192mph

RATING:
 ★★★★★

BRAUNTON ENGINEERING



- Servicing
- Repair
- MOT testing station
- Restoration
- Rebuild
- 4 wheel alignment



www.braunttonengineering.co.uk



01271 814144
Porsche Specialist

DEVON
 EX33 2JP



JMG PORSCHE
 THREE GENERATIONS OF CARING FOR PORSCHE

At JMG we are dedicated to helping you get the best experience from your Porsche.

We service, diagnose, repair and improve Porsche Vehicles in our **South of England** workshops.

JMG Porsche are a family-run business built on a foundation of three generations of Porsche experience stretching back to the early 1970s.

JMG Porsche
 98 Cobham Road,
 Ferndown Ind Est.
 Wimborne
 Dorset
 BH21 7RE



Tel: 01202 488800 or 07000 996911

Email: service@jmggarage.co.uk
mailorder@jmggarage.co.uk

www.jmggarage.co.uk



ENGINE REPAIR SPECIALISTS

986 987 996 997 Cayman



EXCHANGE CYLINDER BLOCKS AVAILABLE NOW!

T: 01204 302809

E: auto@hartech.org

www.hartech.org

AUTOFARM

Over 40 Years of Purely Porsche



Independent specialist for servicing, repair, improvement and restoration of all Porsches

T: 01865 331234 E: sales@autofarm.co.uk W: www.autofarm.co.uk

997 GT3 RS

2006-07



The RS was similar to GT3, but with the inclusion of the wider rear bodyshell of the Carrera S. 20kg of weight was saved from the original model thanks to carbon fibre engine cover and rear wing and plastic rear window, not to mention the relatively lightweight interior.

Capacity: 3,600cc
 Compression ratio: 12.0:1
 Maximum power: 415bhp @ 7,600rpm
 Maximum torque: 405Nm @ 5,500rpm
 Brakes: Front: 380mm discs; Rear: 340mm discs
 Wheels & tyres: Front: 19x8.5J, 235/35ZR19; Rear: 19x12J, 305/30ZR19
 Length: 4,445mm
 Width: 1,852mm
 Weight: 1,375kg
 0-62mph: 4.2 sec
 Top speed: 187mph

RATING:
★★★★★

997 GT2

2007-08



Essentially the 997 Turbo, but with rear-wheel-drive only. Also enjoyed a more track-orientated suspension and brake setup, with GT3-style interior and extra power at 523bhp. Porsche Stability Management and Porsche Active Suspension Management used.

Capacity: 3,600cc
 Compression ratio: 9.0:1
 Maximum power: 530bhp @ 6,500rpm
 Maximum torque: 680Nm @ 2,200-4,500rpm
 Brakes: Front: 380mm discs; Rear: 350mm discs
 Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
 Length: 4,469mm
 Width: 1,852mm
 Weight: 1,440kg
 0-62mph: 3.7 sec
 Top speed: 204mph

RATING:
★★★★★

Gen2 997 GT3

2009-2012



This was updated as per the Carrera, but with a unique front spoiler and rear wing, revised PASM, centre-lock wheels and better brakes. An already great car made better.

Problems with rear hubs led to a recall for model year 2010 GT3s.
 Capacity: 3,800cc
 Compression ratio: 12.2:1
 Maximum power: 435bhp @ 7,900rpm
 Maximum torque: 430Nm @ 3250rpm
 Brakes: Front: 380mm discs; Rear: 350mm discs
 Wheels & tyres: Front: 8.5x19J 235/35 ZR19 Rear: 12x19J 305/30 ZR19
 Length: 4,460mm
 Width: 1,808mm
 Weight: 1,395kg
 0-62mph: 4.1sec
 Top speed: 194mph

RATING:
★★★★★

Gen2 997 Turbo

2009-13



Basically the same as the original 997 Turbo, but with new LED taillights and driver lights up front. Features larger tailpipes, plus a larger 3.8-litre engine with direct fuel injection. PDK transmission is optional. Fuel consumption cut by 16 per cent.

Capacity: 3,800cc
 Compression ratio: 9.8:1
 Maximum power: 500bhp @ 6,000rpm
 Maximum torque: 650Nm @ 1,950-5000rpm
 Brakes: Front: 350mm discs; Rear: 350mm discs
 Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
 Length: 4,450mm
 Width: 1,852mm
 Weight: 1,570kg
 0-62mph: 3.4 sec
 Top speed: 194mph

RATING:
★★★★★

997 Sport Classic

2010



Based on a 3.8-litre, rear wheel-drive Carrera S, but with 44mm wider rear arches. Several instances of retro styling including iconic ducktail spoiler and large Fuchs wheels.

Only 250 examples have been sold worldwide.
 Capacity: 3,800cc
 Compression ratio: 12.5:1
 Maximum power: 408bhp @ 7,300rpm
 Maximum torque: 420Nm @ 4200 - 5600rpm
 Brakes: Front: 350mm discs; Rear: 350mm discs
 Wheels & tyres: Front: 19x8.5J, 235; Rear: 19x11J, 305
 Length: 4,435mm
 Width: 1,852mm
 Weight: 1,425kg
 0-62mph: 4.1sec
 Top speed: 194mph

RATING:
★★★★★

997 C4 GTS

2010-12



As Carrera 2 997 GTS but slightly heavier with four-wheel drive. In either C2 or C4 form, the 997 GTS represented a great saving over optioning up a 997 Carrera counterpart.

Capacity: 3,800cc
 Compression ratio: 12.5:1
 Maximum power: 402bhp @ 7,300rpm
 Maximum torque: 420Nm @ 4,200 - 5,600rpm
 Brakes: Front: 330mm discs; rear: 330mm discs
 Wheels & tyres: Front: 8.5Jx19, 235/35/ZR19; Rear: 11Jx19, 305/30/ZR19
 Length: 4,435mm
 Width: 1,852mm
 Weight: 1,555kg
 0-62mph: 4.6 sec
 Top speed: 188mph

RATING:
★★★★★

991 Carrera 4

2012-



This model enjoys a wider body, with rear fenders pulled out by 22mm on each side. A major telltale sign that tells it apart from the Carrera 2 is the connecting rear tail light that comes as standard. Also features a torque distribution indicator, which keeps you informed on where the car is distributing torque.

Capacity: 3,436cc
 Compression ratio: 12.5:1
 Maximum power: 350bhp @ 7,400rpm
 Maximum torque: 390Nm @ 5,600rpm
 Wheels & tyres: 8.5Jx19 235/40 ZR19 Rear: 11Jx19 295/35 ZR 19
 Length: 4,491mm
 Width: 1,852mm
 Weight: 1,450kg
 0-62mph: 4.9sec
 Top speed: 177mph

RATING:
★★★★★

991 Carrera 4S

2012-



Has the same wider body styling as the Carrera 4, with a rear connecting tail light coupled to 3.8-litre 400bhp flat six engine. Also features six-piston brake calipers at front as opposed to four. Seven speed manual or PDK gearbox option available. Bigger wheels than C4 and 15kg heavier.

Capacity: 3,800cc
 Compression ratio: 12.5:1
 Maximum power: 400bhp @ 7,400rpm
 Maximum torque: 440Nm @ 5,600rpm
 Wheels & tyres: Front: 8.5Jx20, 245/35 ZR 20; Rear: 11Jx20, 305/30 ZR 20
 Length: 4,491mm
 Width: 1,852mm
 Weight: 1,450kg
 0-62mph: 4.5sec
 Top speed: 185mph

RATING:
★★★★★

<p>Gen2 997 C2 2008-12</p>  <p>Revised with restyled LED rear lights and front driving lights. M97 engine replaced with a 91 DFI unit, using fewer parts (with no problematic Intermediate Shaft) and direct-fuel injection to give much-improved economy. Seven-speed PDK transmission was a new option.</p> <p>Capacity: 3.614cc Compression ratio: 12.5:1 Maximum power: 345bhp @ 6,500rpm Maximum torque: 390Nm @ 4,400rpm Brakes: Front: 330mm discs; Rear: 330mm discs Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10.5J, 265/40ZR18 Length: 4.435mm Width: 1.808mm Weight: 1.490kg 0-62mph: 4.9 sec Top speed: 180mph</p> <p>RATING: ★★★★★</p>	<p>Gen2 997 C2 S 2008-12</p>  <p>Revised as per the Carrera, but with larger 3.8-litre engine – again using fewer components and Direct Fuel Injection. The engine stroke was reduced from 82.8mm to 77.5mm, while the bore went up by 3mm to 102mm, in the process reducing the capacity to exactly 3,800cc.</p> <p>Capacity: 3.800cc Compression ratio: 12.5:1 Maximum power: 385bhp @ 6,500rpm Maximum torque: 420Nm @ 4,400rpm Brakes: Front: 330mm discs; Rear: 330mm discs Wheels & tyres: Front: 19x8J, 235/35ZR19; Rear: 19x11J, 295/30ZR19 Length: 4.435mm Width: 1.808mm Weight: 1.500kg 0-62mph: 4.7 sec Top speed: 188mph</p> <p>RATING: ★★★★★</p>	<p>Gen2 997 C4 2008-12</p>  <p>There were numerous engine and body changes as per the Carrera, but with a wider rear end plus the welcome return of the full-width rear reflector, situated between the light clusters. The new all-wheel drive was appropriated from the 997 Turbo.</p> <p>Capacity: 3.614cc Compression ratio: 12.5:1 Maximum power: 345bhp @ 6,500rpm Maximum torque: 390Nm @ 4,400rpm Brakes: Front: 330mm discs; Rear: 330mm discs Wheels & tyres: Front: 18x8J, 235/40ZR18; Rear: 18x10.5J, 265/40ZR18 Length: 4.435mm Width: 1.852mm Weight: 1.545kg 0-62mph: 5.0 sec Top speed: 176mph</p> <p>RATING: ★★★★★</p>	<p>Gen2 997 C4S 2008-12</p>  <p>The bodywork was as per the Carrera 4, but with the larger 3.8-litre engine. Utilised the 997 Turbo's four-wheel-drive, and Porsche Traction Management. Viscous coupling gives way to electromagnetically controlled multi-plate clutch.</p> <p>Capacity: 3.800cc Compression ratio: 12.5:1 Maximum power: 385bhp @ 6,500rpm Maximum torque: 420Nm @ 4,400rpm Brakes: Front: 330mm discs; Rear: 330mm discs Wheels & tyres: Front: 19x8J, 235/30ZR19; Rear: 19x11J, 295/30ZR19 Length: 4.435mm Width: 1.852mm Weight: 1.555kg 0-62mph: 4.7 sec Top speed: 185mph</p> <p>RATING: ★★★★★</p>
<p>Gen2 997 GT3 RS 2009-12</p>  <p>Has wider front arches and a larger spoiler. Dynamic engine mounts and PASM are standard. Air con is optional, with no door handles, wheel brace or sound proofing. Had the lap record for road models at the Nürburgring.</p> <p>Capacity: 3.800cc Compression ratio: 12.2:1 Maximum power: 450bhp @ 7,900rpm Maximum torque: 430Nm @ 6,750rpm Brakes: Front: 380mm discs; Rear: 380mm discs Wheels & tyres: Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19 Length: 4.460mm Width: 1.852mm Weight: 1.370kg 0-62mph: 4.0sec Top speed: 192mph</p> <p>RATING: ★★★★★</p>	<p>997 Turbo S 2011-13</p>  <p>As standard 997 Turbo, but with face-lifted body, more power (530bhp) and higher levels of standard equipment, including PCCB and centrelock wheels to go with Porsche-crested sports seats, a unique two-tone interior and Sport Chrono Plus.</p> <p>Capacity: 3.800cc Compression ratio: 9.8:1 Maximum power: 530bhp @ 6,250 - 6,750rpm Maximum torque: 700Nm @ 2,100 - 4,250rpm Brakes: Front: 380mm discs; Rear: 350mm discs Wheels & tyres: Front: 8.5Jx19, 235/35ZR19; Rear: 11Jx19 on 305/30ZR19 Length: 4.435mm Width: 1.852mm Weight: 1.585kg 0-62mph: 3.3sec Top speed: 195mph</p> <p>RATING: ★★★★★</p>	<p>GREAT VALUE GREAT</p> <p>2010-12 997 C2 GTS</p>  <p>Features the C4's wider rear body and is powered by the 3.8-litre Carrera S engine with a Powerkit producing 25bhp extra. The GTS is laden with Porsche options as standard, including PASM, sports exhaust and centre-locking alloys.</p> <p>Capacity: 3.800cc Compression ratio: 12.5:1 Maximum power: 402bhp @ 7,300rpm Maximum torque: 420Nm @ 4,200 - 5,600rpm Brakes: Front: 330mm discs; Rear: 330mm discs Wheels & tyres: Front: 8.5x19, 235/35/19; Rear: 11x19, 305/30/19 Length: 4.435mm Width: 1.852mm Weight: 1.420kg 0-60mph: 4.6 sec Top speed: 190mph</p> <p>RATING: ★★★★★</p>	
<p>997 GT2 RS 2010-11</p>  <p>The GT2 went back to its roots, with an RS-style lightweight body and interior, plus extra power (620bhp). Instantly recognisable over standard GT2 thanks to lashings of carbon fibre on bonnet, air intake and mirrors.</p> <p>Capacity: 3.600cc Compression ratio: 9.0:1 Maximum power: 620bhp @ 6,500rpm Maximum torque: 700Nm @ 2,500 - 5,500rpm Brakes: Front: 380mm discs; Rear: 350mm discs Wheels & tyres: Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19 Length: 4.460mm Width: 1.852mm Weight: 1.370kg 0-62mph: 3.5 sec Top speed: 205mph</p> <p>RATING: ★★★★★</p>	<p>997 GT3 RS 4.0 <small>ULTRA RARE</small> 2010</p>  <p>The pinnacle of 997 ownership, just 600 units were produced. The engine was upgraded and aerodynamically tweaked, too, with angle of rear wing increased and dive planes on either side of the front nose. A future collectors' gem.</p> <p>Capacity: 3.996cc Compression ratio: 12.6:1 Maximum power: 493bhp @ 8,250rpm Maximum torque: 460Nm @ 5,750rpm Brakes: Front: 380mm discs; Rear: 380mm discs Wheels & tyres: Front: 9Jx19, 245/35ZR19; Rear: 12Jx19, 325/30ZR19 Length: 4.460mm Width: 1.852mm Weight: 1.360kg 0-62mph: 3.5 sec Top speed: 193mph</p> <p>RATING: ★★★★★</p>	<p>991 Carrera 2011-</p>  <p>The first 911 of the newest and latest seventh generation, the Carrera features a 350bhp 3.4-litre engine and takes styling hues from the 993. Completely redesigned chassis, with lengthened wheelbase reducing overhang of engine weight. Panamera-esque interior.</p> <p>Capacity: 3.436cc Compression ratio: 12.5:1 Maximum power: 350bhp @ 7,400rpm Maximum torque: 390Nm @ 5,600rpm Brakes: Front: 330mm discs; rear: 330mm discs Wheels & tyres: Front: 8.5Jx19, 235/40ZR19; Rear: 11Jx19, 285/35ZR19 Length: 4.491mm Width: 1.808mm Weight: 1.380kg 0-62mph: 4.8sec Top speed: 179.6mph</p> <p>RATING: ★★★★★</p>	<p>991 Carrera S 2011-</p>  <p>Same as Carrera, including seven-speed manual box, but utilising 400bhp from a bigger 3.8-litre engine. Slightly larger front brakes than the standard Carrera (10mm bigger discs), with MacPherson front axle and multi-link suspension at the rear. Distinctive 'S' badging on rear decklid.</p> <p>Capacity: 3,800cc Compression ratio: 12.5:1 Maximum power: 400bhp @ 7,400rpm Maximum torque: 440Nm @ 5,600rpm Brakes: Front: 340mm discs; rear: 330mm discs Wheels & tyres: Front: 8.5Jx20, 245/35ZR20; Rear: 11Jx20, 295/30ZR20 Length: 4.491mm Width: 1.808mm Weight: 1.395kg 0-62mph: 4.5sec Top speed: 188.9mph</p> <p>RATING: ★★★★★</p>
<p>991 GT3 2013-</p>  <p>Electric power steering and widebody shell from 991 Carrera 4 was used for the first time here. PDK transmission only, no manual option. Mezger engine from previous GT3s replaced with revamped version of direct injection 991 Carrera S engine. First models now in the hands of customers.</p> <p>Capacity: 3.800cc Compression ratio: 12.9:1 Maximum power: 475hp @ 8,250rpm Maximum torque: 440Nm @ 6,250rpm Wheels & tyres: Front: 9Jx20, 245/35ZR20; Rear: 12Jx20, 305/30ZR20 Length: 4.545mm Width: 1.852mm Weight: 1.430kg 0-62mph: 3.5sec Top speed: 196mph</p> <p>RATING: ★★★★★</p>	<p>991 Turbo 2013-</p>  <p>The new Turbo marks the introduction of electric and rear axle steering, plus PDK-only transmission to forced induction 991 models. With a 100mm longer wheelbase than the 997 Turbo and rear fenders being 28mm wider than even the 991 Carrera 4, this is the longest and widest Turbo model yet.</p> <p>Capacity: 3.800cc Compression ratio: 9.8:1 Maximum power: 520hp @ 6,000 - 6,500rpm Maximum torque: 660Nm @ 1,950 - 5,000rpm Wheels & tyres: Front: 8.5x20-inch, 245/35/ZR20; Rear: 11x20-inch, 305/30/ZR20 Length: 4.506mm Width: 1.880mm Weight: 1.595kg 0-62mph: 3.4sec Top speed: 195mph</p> <p>RATING: ★★★★★</p>	<p>991 Turbo S 2013-</p>  <p>Same dimensions as 991 Turbo, but with a tweaked map to provide an extra 40hp. Turbo S also benefits from usual Turbo options as standard including centre lock wheels and PCCB, with Porsche Dynamic Chassis Control (PDCC) offered standard for the first time. PTM is all new on both Turbo and Turbo S.</p> <p>Capacity: 3.800cc Compression ratio: 9.8:1 Maximum power: 560hp @ 6,500 - 6,750rpm Maximum torque: 700Nm @ 2,100 - 4,250 Wheels & tyres: Front: 9x20-inch, 245/35/ZR20; Rear: 11x20-inch, 305/30/ZR20 Length: 4.506mm Width: 1.880mm Weight: 1.605kg 0-62mph: 3.1sec Top speed: 197mph</p> <p>RATING: ★★★★★</p>	<p>991 GT3 RS 2014-</p>  <p>RATING: UNKNOWN</p>



RSJ SPORTS CARS

Specialising in Porsche Cars www.rsjsportscars.com



997 Turbo 3.6 Cab (2006 - 07)
GT Silver with Ocean Blue Leather, Sat Nav,
37k miles.....**£49,000**



997 Turbo 3.6 Cab (2007 - 07)
Basalt Black with Black Leather, Sat Nav,
51k miles.....**£43,000**



997 "25" 3.8 Gen 2 (2009 - 09)
Basalt Black with Stone Grey Leather, Sat
Nav, 23k miles.....**£41,000**



997 "48" 3.8 (2007 - 07)
GT Silver with Stone Grey Leather, Sat Nav,
38k miles.....**£36,000**



Cayman "S" 3.4 Gen 2 (2011 - 11)
White with Black leather, 14k miles
.....**£34,000**



997 "28" 3.8 Tip (2007 - 07)
Silver with Red Leather, Sat Nav, 30k miles
.....**£33,000**



997 "25" 3.8 (2008 - 07)
Silver with Black Leather, Sat Nav, 44k
miles.....**£33,000**



997 "25" 3.8 (2007 - 07)
Basalt Black with Black Leather, Sat Nav,
40k miles.....**£33,000**



997 "25" 3.8 (2007 - 07)
GT Silver with Black Leather, Sat Nav, 31k
miles.....**£33,000**



997 "48" 3.8 Tip (2006 - 06)
Seal Grey with Stone Leather, Sat Nav, 49k
miles.....**£31,000**



Cayman 2.9 Gen 2 (2012 - 12)
Meteor Grey with Black Leather, 11k miles
.....**£31,000**



Cayman 2.9 Gen 2 (2012 - 12)
Basalt Black with Black Leather, Sat Nav,
12k miles.....**£31,000**



Cayman "S" 3.4 Gen 2 (2009 - 09)
White with Black Leather, PDK, Sat Nav,
37k miles.....**£30,000**



Cayman "S" 3.4 Gen 2 (2009 - 09)
Meteor Grey with Black Leather, PDK, Sat
Nav, 42k miles.....**£30,000**



Cayman 2.9 Gen 2 (2011 - 11)
Silver with Black Leather, Sat Nav, 7k miles
.....**£30,000**



997 "25" 3.8 (2005 - 05)
Basalt Black with Black Leather, Sat Nav,
49k miles.....**£28,000**



Boxster 2.9 Gen 2 PDK (2010 - 10)
Meteor Grey with Black Leather, 28k miles
.....**£25,000**



Boxster 2.9 Gen 2 PDK (2009 - 09)
Basalt Black with Black Leather, Sat Nav,
31k miles.....**£23,000**

**ALL CARS SOLD WITH
1 YEAR IN-HOUSE
RSJ WARRANTY**

**STS HOUSE,
BRISTOL WAY,
SLOUGH,
BERKSHIRE,
SL1 3QA
T: 01753 553 969**

PORSCHE WANTED (2003 TO 2012)

PAUL STEPHENS

Classic, Bespoke and Performance Porsche Specialist for 20 years

CONSIDERING SELLING YOUR CLASSIC PORSCHE?

We can achieve top money for the best cars and have clients waiting to buy

Call us today on 01440 714 884



www.paul-stephens.com

email@paul-stephens.com

PARAGON

The Natural Choice for Porsche



356B Roadster (4-Speed)
Jet Black • Red Leather Seats • 15" Wheels with Chrome Hubcaps • Fully Restored • Matching Numbers Example • 1960
£169,995



356A Coupe (4-Speed)
Fashion Grey • Red Leather Seats • 15" Wheels with Chrome Hubcaps • Original Right Hand Drive UK Supplied • 1959
£99,995



911 Turbo (993, 6-Speed)
Midnight Blue • Marble Grey Leather Sports Seats 18" Turbo Wheels • Air Conditioning • 63,578 miles • 1995 (N)
£84,995



911 Turbo (997, 6-Speed)
Meteor Grey • Black Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack Plus 28,676 miles • 2009 (09)
£59,995



911 Turbo (997, Tiptronic S)
GT Silver • Black Leather Seats • Satellite Navigation • Sport Chrono Pack Plus 14,255 miles • 2008 (08)
£54,995



911 Turbo (997, Tiptronic S)
Atlas Grey • Black Leather Sports Seats • Sport Chrono Pack Plus • Satellite Navigation • 19,105 miles • 2008 (08)
£54,995



911 Carrera 4 S (997 GEN II, PDK)
Basalt Black • Black Leather Seats • Sport Chrono Pack with Sport Plus • Touchscreen Satellite Navigation • 24,337 miles • 2010 (60)
£52,995



Panamera 3.0 V6 Diesel (Tiptronic S)
Platinum Silver • Black Leather Seats • 20" Turbo II Wheels • Touchscreen Satellite Navigation 20,891 miles • 2011 (61)
£49,995



911 Carrera 4 S Targa (997)
Tiptronic S • Atlas Grey • Black Leather Seats Satellite Navigation • Sport Chrono Pack Plus 23,080 miles • 2008 (08)
£42,995



911 Carrera 4 S (997, Tiptronic S)
Atlas Grey • Black Leather Seats • X51 Power Upgrade • Porsche Ceramic Composite Brakes 24,235 miles • 2006 (56)
£39,995



911 Carrera Sport Coupe (5-Speed)
Grand Prix White • Black Leather Fully Electric Seats • 16" Fuchs Wheels • G-50 Gearbox 76,397 miles • 1986 (D)
£34,995



Boxster S (987, 6-Speed)
Arctic Silver • Black Leather Sports Seats • 19" Carrera Classic Wheels • Porsche Sound Package Plus • 27,454 miles • 2007 (07)
£19,995

The Natural Choice for Porsche Service, Repairs & Upgrades



Why Choose Paragon Service?

We've been offering expert Porsche Servicing since 1993 and our vastly experienced technicians provide real value without compromise.

With transparent fixed pricing, clear communication, free courtesy cars and free local collection and delivery, we are the natural choice for Porsche service.



Our Capabilities & Experience

With a full range of facilities onsite including MOT testing and a tyre bay, we have everything for your Porsche under one roof.

We have 'Dealer level' diagnostic equipment and special tools, and our Porsche trained technicians have vast experience across all models and ages of Porsche.



Beyond the Conventional

We offer a wide range of enhanced services ranging from engine and gearbox rebuilds, performance tuning, upgrades and modifications through to track day preparation and support - even race car building.

With a hugely successful racing heritage our technicians are expert in laser four wheel alignment and corner weighting. We can offer settings from standard road to fast track.



The Natural Choice

We have thrived because of our focus on building long term relationships with our customers.

Our ability to offer independent advice and high quality parts choices sets us apart - as does our commitment to offering value and exemplary customer service.

The next time your Porsche needs attention, call us on 01825 830424 - we will be delighted to help you.

At Paragon, we have superb in-house service and preparation facilities, and each car is supplied with a new MOT, a 12-month/12,000-mile comprehensive parts and labour warranty, and we also include the next due service.

See more of our current stock at www.paragongb.com 01825 830424

PARAGON GB LTD FIVE ASHES EAST SUSSEX TN20 6HY

WorldMags.net



Yorkshire Classic Porsche
 Yorkshire's No.1 choice for
 classic to modern Porsche

Please call us on **08434 996 911**



www.yorkshireclassicporsche.co.uk
 Leeds Road, Collingham, nr Wetherby, West Yorkshire LS22 5AA



Hillcrest
 Specialist Cars

SPECIALIST IN PORSCHE

Whitehouse Garage, High Street, Nettlebed,
 Henley on Thames RG9 5DB
 Service, Repair and Sales
 by factory-trained technicians



www.hillcrestspecialistcars.com
01491 642911

Read anything
 good lately?

Shop for
 quality
 magazines,
 books and
 DVDs from
 Imagine
 Publishing



imagineshop.co.uk 

MAGAZINES **BOOKS**
DVDS **DOWNLOADS**

To Advertise In

Total
911
 THE PORSCHE MAGAZINE

Contact Alex on
01202 586430



alex.carnegie@imagine-publishing.co.uk

SPECIALIST CARS
 OF MALTON LTD

APPROVED MOTOR CARS

WANTED

356 Speedster
 2.7 RS
 2.8 RS
 3.0 RS
3.2 Speedster
 959
 964 RS
 964 Turbo
 964 Cup Car
 964 Speedster

993 Carrera 2
993 Carrera 4
993 Carrera S
993 Carrera 4S
 993 Turbo
 993 GT2
 993 GT2 Evo
 993 RS
 993 Cup Car
 GT1

996 GT3
996 GT3 RS
996 Cup Car
996 RSR
996 GT3R
997 Cup Car
997 GT3
997 GT3 RS
Carrera GT
Le Mans cars

Any other interesting or rare Porsches
RHD OR LHD

Telephone: 0844 7000 997 • 0844 7000 993 • 07794 911 911 (after hours) Fax: 0844 7000 959

Visit our award winning site – www.specialistcarsltd.co.uk

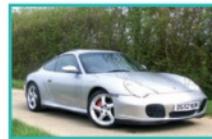
22 York Road Business Park, Malton YO17 6AX

Part of Specialist Car Group of companies

**2005 997 CARRERA C2S
MANUAL COUPE****£23,995**

Arctic Silver metallic with Metropole Blue Leather interior 57,000 miles

6 Speed Manual	AirCon & Climate Control	Sports Chrono Pack	Home Light 19" Carrera S Alloys
Phone Module	Multichanger	Litronic Lights	

**2003 CARRERA C4S
MANUAL WIDEBODIED
COUPE****£18,495**

Arctic Silver metallic with Black Leather interior 69,000 miles

6 Speed Manual	AirCon & Climate Control	Silver Interior Pack	Assist 18" Carrera Twist Alloys
Onboard Computer	Electric Sunroof	Rear Park	

**2001 996 CARRERA 2
TIPTRONIC COUPE****£13,995**

Rainforest Green metallic with Beige Leather interior 56,000 miles

Soft ruffled Savanna Beige interior	Comfort Seats AirCon & Climate Control	CDR-22 Stereo PSM	18" GT3 Alloys Electric Sunroof
-------------------------------------	--	-------------------	---------------------------------

**2005 997 C2S
TIPTRONIC
MANUAL****£21,995**

Lagoon Silver/Green metallic with Black Leather interior 40,000 miles

6 Speed Manual	Multichanger with Sound Package Plus	AirCon & Climate Control	Litronic Lights 19" Carrera S Alloys
Comfort Seats		Electric Sunroof	

**2003 CARRERA 4S COUPE
TIPTRONIC****£17,995**

Seal Grey metallic with Grey Leather interior 57,000 miles

Heated Seats	CD Multichanger	Rear Park Assist	Hardtop 18" Carrera S Twist Alloys
AirCon & Climate Control	SatNav Module	Matching	

**2005 BOXSTER 3.2S
MANUAL****£12,995**

Arctic Silver metallic with Metropole Blue Leather interior 68,000 miles

Heated Seats	CDR24 Stereo	Sports Chrono Package Plus	Assist 19" Carrera S Alloys
Onboard Computer	AirCon & Climate Control	Rear Park	

**2005 997 CARRERA 2
MANUAL****£20,995**

Atlas Grey metallic with Grey Leather interior 76,000 miles

6 Speed Manual	AirCon & Climate Control	Multichanger PSM	Home Lights 19" Carrera S Alloys
Comfort Seats	SatNav Module	Litronic Lights	

**2002 CARRERA 4S
WIDEBODIED COUPE
TIPTRONIC****£16,995**

Seal Grey metallic with Black Leather interior 82,000 miles

Heated Seats	AirCon & Climate Control	Bose Upgrade Chrome Interior Pack	Electric Sunroof 18" Carrera S Twist Alloys
Onboard Computer	Alpine Radio		

**2005 BOXSTER 3.2
MANUAL****£11,495**

Silver metallic with Metropole Blue Leather interior 77,000 miles

2 Owners	Onboard Computer	AirCon & Climate Control	Home Light 18" Boxster S Alloys
6 Speed Manual	Memory Seats	CDR24 Stereo	PSM



We always consider part exchange - please ask.

All our vehicles have Full Service History, MOT and a minimum of 6 months warranty.

Viewing by appointment only | Telephone: 01284 827427 | Mobile: 07831 444100 | www.finlaygorham.com

TARETT ENGINEERING
Competition Suspension Components

From the vintage 911 to the 997 GT3 RSR

ENGINEERED FOR FUN ON THE STREET AND TRACK

Swaybar and Drop Link Kits

- Fully adjustable roll stiffness
- Lightweight 4130 hollow design
- Premium quality, teflon lined rod ends
- Adjustable droplinks to eliminate preload

Brake Caliper Stud Kit

- PMNA cup style design
- Eliminates costly upright damage
- Quality 17-4 PH stainless steel parts
- One kit complete per axle (set of 4)
- Available for all 981, 986, 987, 996, 997

NEW Product!!!
Sizes: 62mm, 72mm, 85mm, 95mm \$98.00**Control Arms**

- Increased camber range
- Eliminate soft rubber bushings
- Precision teflon lined spherical rod ends
- Improved feedback and handling stability

**Monoballs and Camber Plates**

- Increased camber adjustment range
- Precision teflon lined spherical bearings
- Replaces compliant factory rubber bushings
- Quicker steering response for better handling



13000 Danielson St., Unit K Poway, CA 92064 (858) 674-5573

EuroCupGT.COM

PERFORMANCE & STYLING

Carbon Fibre Exterior	Carbon Fibre Interior	Exhaust Systems	Interior Trim	LED Lights	Performance Brake Rotors	Steering & Suspension	Turbo Upgrades	Wheel Spacers & Accessories
-----------------------	-----------------------	-----------------	---------------	------------	--------------------------	-----------------------	----------------	-----------------------------



82mm Throttle Plenum Kits



996 / 997 Turbo Intercooler Kits



Highflow Induction Kits



Billet Re-Circ Valves & Silicon Hoses

Performance Brake Kits

LED Light Kits

Intake & Induction Kits

Carbon Fibre Parts

Performance Exhausts

EuroCupGT Product Showcase



DISTRIBUTORS / TUNING AGENTS

Please go to EuroCupGT.com for your local distributor and fitting agent. All EuroCupGT distributors are established tuners in their own right and can advise on upgrade options and the compatibility of items available for your vehicle.

WEBSITE & CONTACT

www.eurocupgt.com
enquiries@eurocupgt.com

Suspension Science, Made Easy.

www.ElephantRacing.com

- High tech suspension systems
- Elephant Racing engineered, in Silicon Valley
- Restoration to full-race
- Easy to configure packages at ElephantRacing.com



The science of suspension is daunting. So many options and complex interactions. Choose complementing parts balanced as a system and your suspension will sing. Choose the wrong mix and the song falls flat.

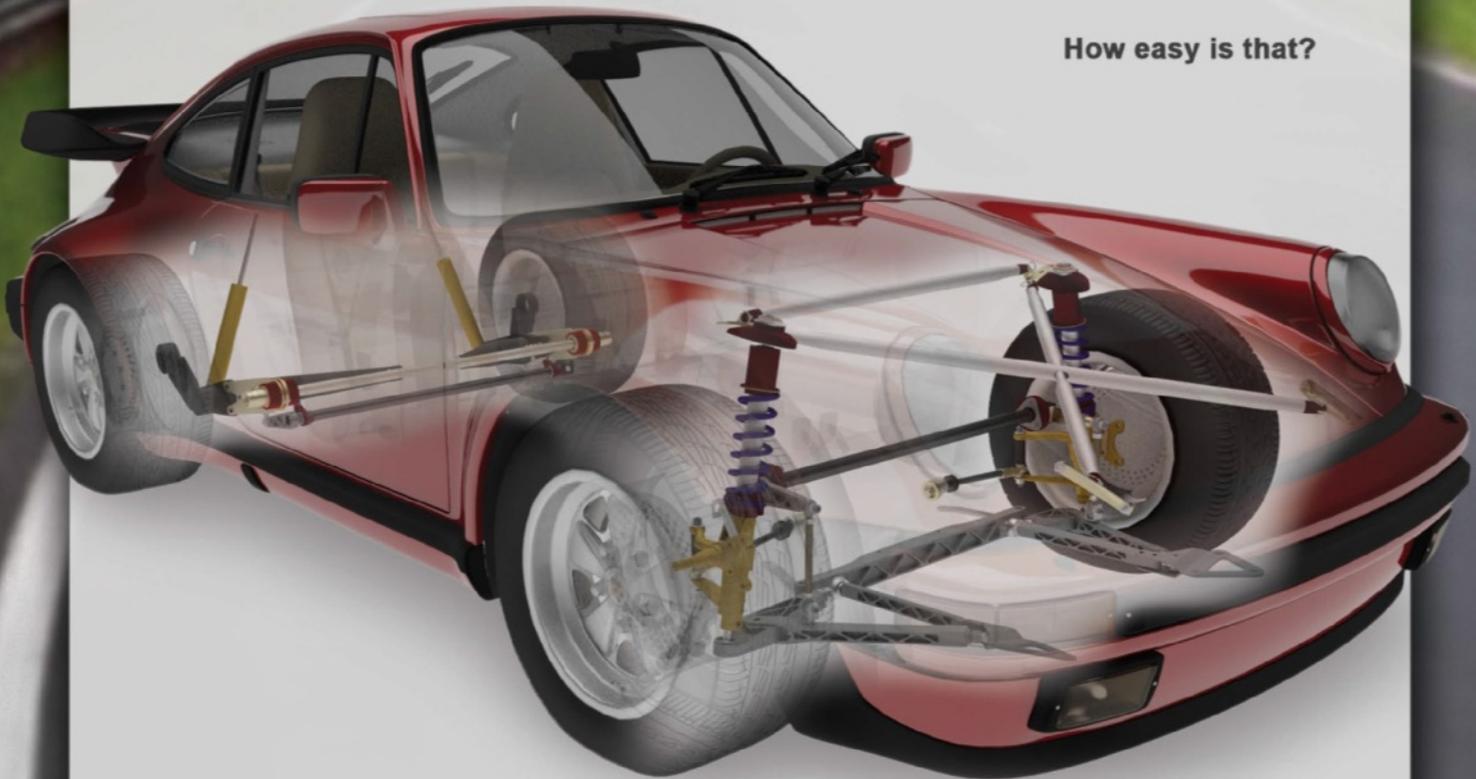
We are performance-obsessed Silicon Valley engineers who live for this challenge. We've done the hard work so you don't have to.

Using sophisticated development tools, modern materials, and innovation we've re-engineered every component of the suspension. We make it work as a balanced system. Better, faster, smarter.

Best of all, we make it easy.

We have packages to meet your objective - from restoration to full-race. Online tools let you choose and customize your suspension at www.ElephantRacing.com. Or call and we'll customize a solution for you.

How easy is that?



+1 408.297.2789

www.ElephantRacing.com

Santa Clara, California

Fast Worldwide Shipping, Low Rates.





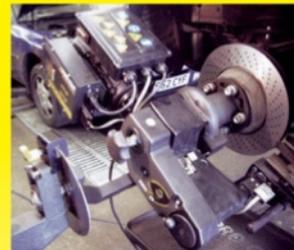
ENGINE REBUILDS - ALL MODELS
GENERAL REPAIRS & SERVICING



GEARBOX REBUILDS
ALL MODELS



AIR CONDITIONING



DISC RE-FACING



TYRE SUPPLY & FITTING
WHEEL ALIGNMENT



WHEEL BALANCING,
WHEEL STRAIGHTENING &
RE-FURBISHMENT

RGA

LONDON'S MAJOR PORSCHE SPECIALIST

UNITS 32-34 MILES ST, VAUXHALL SW8 1RY
WWW.RGAPORSCHELONDON.CO.UK

EMAIL BOB@RGAPORSCHE.CO.UK

ALL WORK TO THE HIGHEST STANDARD AND CARRIED OUT IN HOUSE

MON-FRI 7AM-7PM, SAT 9AM-6PM, SUN - CALL

TEL: 0207 793 1447 - ASK FOR BOB FOR BOOKING ADVICE



JIG REPAIRS



RESTORATION & RESPRAYS



DAMAGE REPAIR INCLUDING
FOR ALL INSURANCE COMPANIES



TORQUE TUBE OVERHAUL
924,944,968,928

Performance Parts for PORSCHE



fast forward automotive provides a programme comprising of engine components and technical solutions to increase the vehicle performance for all Porsche models from 1955 to today.



New in our online shop:
Piston Rings, Con Rods, Pistons, Cylinder Liners, Cylinders,
Cam Shafts, Engine Bearings, Piston Pins, Crank Shafts from
LN Engineering, Nickies and fast forward automotive.



fast forward automotive KG | Burscheid, Germany | info@fastforward-automotive.com | www.fastforward-automotive.com

We're on the same team.

If we were not in the parts business we would be someone else's customer.

When we're not selling Porsche parts we're working on and driving our own Porsches.

- 996 daily driver
- Boxster street/track car
- 964 Euro RS conversion street/track car
- 1973 911 RS conversion with 3.6 engine
- 944 Turbo track car
- 944 race car
- 944 street car
- 1973 911 restoration
- 924 Turbo restoration
- 914 driver

Join Team EBS Racing at ebsracing.com.

Receive our monthly newsletter, Team EBS Racing Nurburgring decals, and a free 200-page Porsche Tool Catalog PDF.

**EBS
RACING**
PORSCHE PARTS EXCLUSIVELY

EBSracing.com

email ebsracing@aol.com

toll-free **800-462-3774**

international **775-673-1300**

international fax **775-673-2088**

4068 S. McCarran Blvd. | Unit B
Reno, Nevada 89502



MENTION PROMO CODE
TOTAL911
FOR SPECIAL SAVINGS



Center Muffler Bypass



Side Muffler Bypass



Sport Headers



Carbon Fiber Competition Intake



FABSPEED
MOTORSPORT
EXOTIC CAR PERFORMANCE SPECIALISTS

— THE WORLD'S BEST
EXHAUST SYSTEMS & INTAKE UPGRADES

For over 20 years, Fabspeed Motorsport has been engineering and producing the highest-quality performance exhaust and intake systems for the Porsche 911.

Fabspeed's unique Performance Packages provide proven performance increases; resulting in the ultimate driver's car. Performance Packages are now available for most Porsche models.



- HIGH PERFORMANCE MUFFLERS & TIPS
- SPORT CATALYTIC CONVERTERS
- MUFFLER-BYPASS PIPES
- SPORT/RACE HEADERS
- ECU TUNING SOFTWARE
- COMPETITION AIR INTAKE SYSTEMS
- CARBON FIBER ACCESSORIES

Product videos and dyno results available at www.fabspeed.com!

Choose by Model >

Classic | 911 | 964 | 993 | 996 | 997 | 991 | 924 | 944 | 968 | 928 | Boxster | Cayman | Cayenne | Panamera

WORLD LEADERS IN PARTS DIRECT

SPECIALIST

Web/Mail Order

Accessories & Gifts
 Body & Trim Parts
 Body Styling
 Books & DVDs
 Car Care & Touring
 Clothing & Shoes
 Interior Trim
 Mechanical Parts
 Motorsport Related
 Performance Parts
 Pre 74 Classics Parts
 Seats & Belts
 Sports Exhausts
 Steering Wheels
 Wheels & Accessories
 Zymol Products

Onsite Services

Porsche Car Sales
 Retail Shop
 Workshop Services

Map



Address

Unit 4 Block 2,
 Shenstone Trading Est,
 Halesowen, West Mids,
 B63 3XB, UK

Phone Number

0121 585 6088
 +44 (0) 121 585 6088

Opening Hours

Mon-Fri: 9-5:30pm
 Sat: 10-2pm

Vehicle Valuations



Pre & post purchase vehicle inspections, & insurance valuations on pre-bookings

£125+VAT

Gen-2 997 Body Updates



- All G-1 to G-2 updates are undertaken at our premises
- Using all factory Porsche parts
- 20+ Custom options available
- See website for full menu!

Available from £1,500+VAT

Service & Workshop



- Free MOT or brake fluid change with every major service
- Free collection & delivery service
- Courtesy car option on request

See Website for Menu Pricing

(All work is quoted prior to being undertaken)

Advertise your car for sale



- Pre sale valuation & inspection at our workshop (where required)
- You decide how referrals are dealt with
- Interact with 80,000+ Porsche owners & enthusiasts through proven website visibility & interactive media
- £495+VAT, includes a minor service

No Commission!

Racewear & Helmet Deal!



Free Nomex underwear with any combination of Alpinestars, Adidas suits, and/or Arai helmets (or any two of the above combination).
 Fitting room available at our shop

Save over £100...

Website & Mail Order



- PayPal Express checkout
- Automatic page translation
- Immediate dispatch on all stock
- UK & Worldwide courier via UPS
- iPhone & Tablet compatible

All Parts for All Models

EVERY PART FOR every PORSCHE

Call our Sales Team on
+44 (0) 20 8500 8811

OR
Visit our Online Catalogue at
www.design911.com

PARTS FOR:
356, 944, 928, 968, 964, 993,
912 & 911's from 1965 to 2012

NOT ONLY PARTS, BUT ALSO:

- BODY SHOP & FITTING FACILITIES
- SERVICE & FITTING CENTRE
- BODY STYLING & CONVERSIONS
- WHEEL & TYRE FITTING
- DAMAGE REPAIR & RESTORATION
- ENGINE & GEARBOX REBUILDS
- SUSPENSION & EXHAUST UPGRADES
- PARTS DEPARTMENT
- WORLDWIDE DELIVERIES
- PERFORMANCE UPGRADES



WAYS TO BUY



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL



**EASY TO USE
RIGHT PRODUCTS
AT THE RIGHT PRICE**

WWW.DESIGN911.COM



UNIT 5 • BRACKEN INDUSTRIAL ESTATE
185 FOREST ROAD • HAINAULT • ESSEX IG6 3HX

DESIGN 911
Centre for Porsche

ZIMM
AUTOTECHNIK
PORSCHE SPECIALISTS

ORDER ONLINE
www.allzim.com

PARTS FOR ALL PORSCHEs • LOW PRICES • FAST SHIPPING

Kupplung
Clutch
Embrayage
Transmission

RECHARGER
MOTIVE PRODUCTS
POWER BLEEDER
PORSCHE
BOSCH
PERMA
OC 54
Oil-Filter
NECKER
C. ENTRE
DU PNY
BOSCH
SUPER
10

FedEx UNITED STATES POSTAL SERVICE

1804 RELIANCE PKWY. BEDFORD, TX 76021 USA

VISA MasterCard Discover American Express

Fax: 001-817-545-2002
Phone: 001-817-267-4451



Independent Garage Services

Independent Garage Services is an independent garage specialising in VW, Audi Group, Chrysler Jeep and Porsche. Based in Southampton, we undertake all aspects of maintenance.

Porsche Servicing – With the acquisition of the latest Porsche diagnostic equipment, we can offer menu servicing to factory specifications. Whether you own the latest 911 Turbo, Boxster or Cayenne, we offer a real alternative to main dealers. With considerable experience gained from racing our 996 GT3 in endurance racing we are comprehensively equipped to cater for all.

With little choice in the Southampton area and main dealers over an hour away, give Jim a ring today to discuss your requirements and find out how competitive we can be.

For more details on the services we offer and our pricing range – please visit our website.
www.independentgarageservices.co.uk

Unit 5, Stanstead Road, Boyatt Wood Industrial Estate, Eastleigh, Southampton, SO50 4RZ
Tel: 02380 629606 Fax: 02380 629329



call now 0121 5577 911

www.ramusporsha.com

independent centre for

RAMUS PORSCHE

Porsche Advanced Fault Diagnosis

High Definition Digital Imaging Wheel Alignment

Alloy Wheels and Tyre Fitting

Suspension Package Upgrades

Performance Exhaust Upgrades

Brake Upgrades inc. Ceramics

Full Body Repair Shop

Chassis Alignment Centre



Fixed Price Menu Servicing for all Models

PERFORMANCE STYLING SERVICE PARTS

9m / 'Speedster S'

Get the top down.
Create yours.

Every option imaginable, call to find out.

Speedster S

NINEMEISTER

Call +44 (0)1925 242342

Ninemeister, Units 21 - 26, Bank Quay Trading Estate, Warrington, Cheshire WA1 1PJ www.ninemeister.com | ask@ninemeister.com | www.cloud9m.com

Porsche

1948-65 356

1965-12 911

1970-76 914

1976-88 924

1978-95 928

1983-91 944

1992-95 968

1997-12 Boxster

2003-12 Cayenne

2006-12 Cayman

1-888-787-3626

Automotion.com

Hard curves ahead!

Is your Porsche prepared?

Whether you're restoring, customizing or race-prepping, Automotion has the Porsche parts & accessories you'll need.

- Massive inventory over 4 warehouses
- 10,000 parts & accessories
- Eckler's Exclusive parts and kits
- Free after-sale technical support
- Your Porsche Performance Connection!

ECKLER'S
AUTOMOTION

312 page full
color Catalog!
Order yours, FREE!

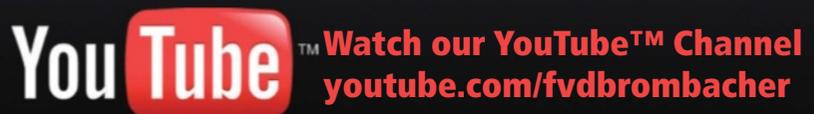


Made in Germany | www.fvd.net
Porsche® Tuning | Parts | Service

since 1984



*The FVD Brombacher 4.0L Kit is available
for the 997.1 GT3 3.6L and 997.2 GT3 3.8L*



Perfection redefined - The 4.0L conversion kit from FVD

Tuning | Parts | Service

No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany phone: +49-7665-98990 fax: +49-7665-989920 www.fvd.net
fvd North America phone: +1-954-571-2050 fax: +1-954-571-2060 www.fvd.net

Porsche motorInsurance

New & exclusive scheme
at reduced rates
guaranteed!

10%* discount for
**Porsche Club
Members**

With every New Policy
20% off your next service at
AUTO 2000
PORSCHE SPECIALISTS



mayfaironline
insurance & mortgage consultants

**Performance
INSURANCE**

www.mayfaironline.co.uk

A member of Mayfair Insurance & Mortgage Consultants Limited

Tel: 08444 935 716

Mon-Thurs: 9am-7pm,

Fri: 9am-5.30pm - Sat: 9am-1pm

*Subject to terms & conditions. Calls may be monitored for training purposes.



Specialist Car Insurance

Adrian Flux know how much you love your 911, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 081 8989
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

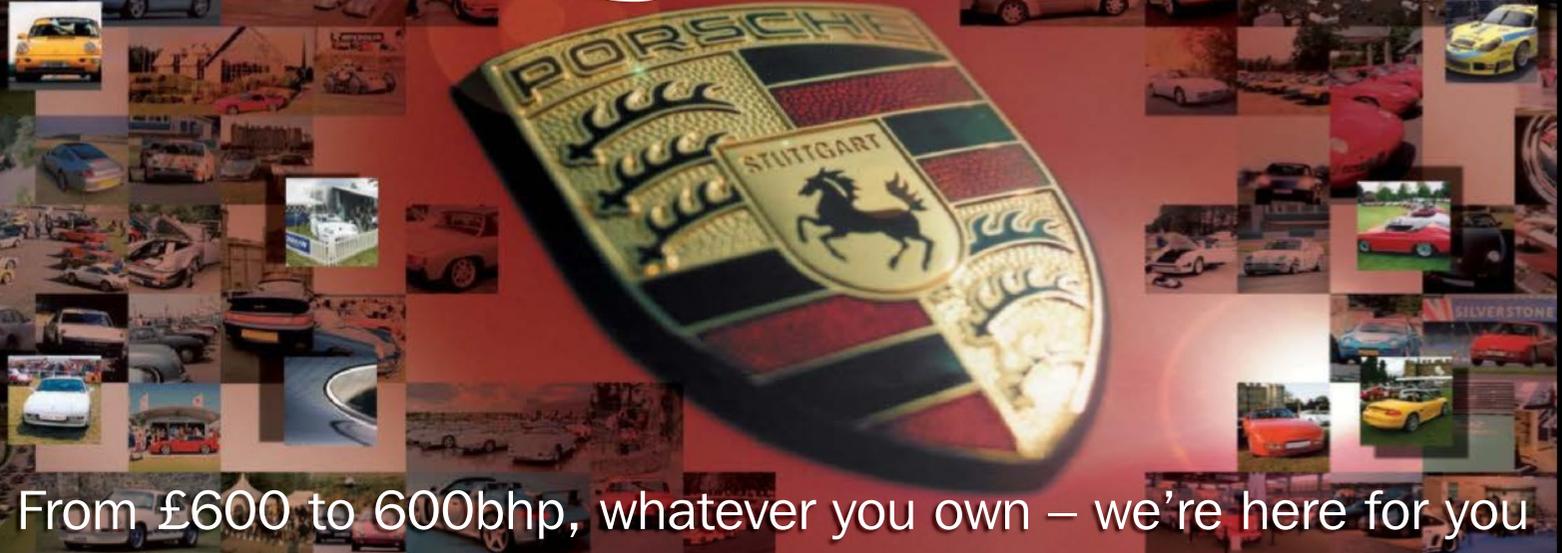
YOUR PRIDE AND JOY



Benefits available include:

- FREE Legal Cover
- Track Day Cover
- Agreed Value
- Club Member Discounts
- Modifications Cover
- Limited Mileage Discounts

One badge...one Club



From £600 to 600bhp, whatever you own – we're here for you

The Benefits

Flagship Magazine • International, National and Regional Club Events • Registers
Factory Visits • Motorsport Division (inc. Track Days) • Cars and Parts For Sale
Technical Support • Member Discounts • Club Shop • Website and Forum

Join Us

The ONLY officially recognised Porsche Club in the UK - with approx 13,000 members

Membership from £60 pa*



Porsche Club
Great Britain



* Individual UK Resident's Membership (plus initial £10 joining fee).
Porsche ownership not required! Prices correct at time of going to press.

Tel: 01608 652911 (8.30am - 5pm) www.porscheclubgb.com

Your all-new
Porsche 911
website is here:

www.Total911.com

Your ultimate online resource
for day-to-day Porsche
news and lifestyle

FEATURING

- Up-to-date motorsport results & galleries ♥
- Complete data file for every 911 model ♥
- All-new interactive great roads map ♥
- Stunning high definition videos ♥

www.Total911.com

NEXT ISSUE

In **Total 911** the world's only magazine dedicated to the iconic Porsche 911

40 years of Turbo

Total 911 celebrates 40 years of the iconic Turbo by sampling every generation of forced induction in Porsche's famous sports car



TURBO S FACE-OFF

It's a battle of the best as the appreciating 993 Turbo S goes against the new 991



'INJECTION' 911 RELIVED

40 years after the model was scrapped, what should we make of Porsche's 'E' 911s?



997 GT3 RS 4.0

At last, we get up close with the most influential Porsche 911 of the last decade



MARK WEBBER

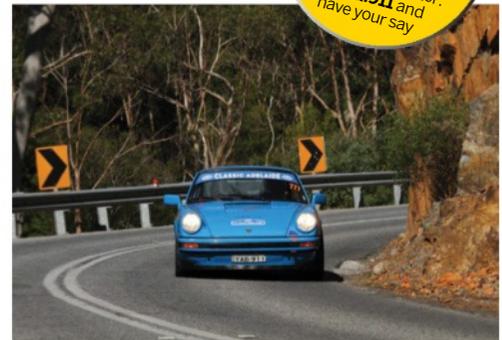
The ex-Formula One driver reveals his Porsche ambitions to Total 911

Issue 115 is available to buy and download from 18 June

Contents may be subject to change

Adelaide Hills: Athelstone to Cudlee Creek

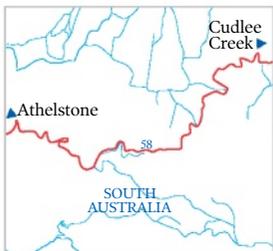
Written and photographed by Iain Curry



Essential info

LOCATION: Adelaide Hills, South Australia, Australia.

LATITUDE: -34.870453° N 138.701779° E



LENGTH OF DRIVE:
12 miles

POINTS OF INTEREST:

National Motor Museum, Shannon St, Birdwood, SA 5234,

<http://motor.historysa.com.au>

Gorge Wildlife Park, Cudlee Creek, www.gorgewildlifepark.com.au

FOOD AND ACCOMMODATION:

The Scenic Hotel, Norton Summit, www.scenichotel.com.au

Mount Lofty House, Crafers, SA, www.mtloftyhouse.com.au

Canyons, river views and challenging turns make South Australia's Gorge Road a favourite for stage rallies and weekend heroes alike

Not only is Adelaide one of the most picturesque and uncluttered places imaginable; the 1.3 million inhabitants of this sun-drenched South Australian city have some of the most challenging driving roads right on their doorstep.

Just 20 minutes from the city are the expansive Adelaide Hills, a Mecca for thrill-seeking drivers and the centre for numerous stage rallies. There are plenty of stand-out routes, but the one that has it all is the Gorge Road, switching its way over 12 miles from the east Adelaide suburb of Athelstone to Cudlee Creek.

Here, it is vintage 911 territory. The now defunct Classic Adelaide and

current Targa Adelaide rallies that use Gorge Road as closed road stages are filled with 911 entries from every era. They're successful here thanks to their ability to get the power down early through tight and slow corners. But be it rally or road car, a highlight is the boxer six's sound reverberating off the massive gorge walls.

Heading past the tiny town of Castambul, Gorge Road heads up to Kangaroo Creek Reservoir, with dominating rock walls making you think twice about cutting the inside apex. When the sun shines on these rock slabs they glow almost golden, making for a spectacular backdrop as the corners flow back to back.

In most places the tarmac is smooth and grippy, but caution

must be advised, as mistakes aren't forgiven. Rock walls don't give easily, while the alternatives are Armco barriers close to the road shoulder or gum trees that are best not argued with either. But there's no need to push the limits. The maximum is 50mph, but the turns and odd hairpin make even slow-speed playing a joy.

Old stone settlers' cottages can be spotted, along with a few boutique wineries, and lazy koalas are visible in the National Park trees. Moreover, driving routes are plentiful. Head back along Gorge Road after visiting the motor museum at Birdwood, and you can take the aptly named Corkscrew Road south from Montacute. Getting lost can lead to another joyful driving adventure. **911**

PARACHUTE NOT INCLUDED

At EVOMSit we are dedicated to achieving ultimate perfection. The technological advances made with our world record breaking Porsche street and race cars allow us to push the limits and integrate our technology into all of the cars we tune.

Each Porsche software upgrade is designed by EVOMSit engineers for European vehicles, fuels and climate. The result is an increase in power, torque, drivability and fun! EVOMSit: the ultimate software tuning for your Porsche available exclusively from Regal Autosport.





*Made in Germany | www.fvd.net
Porsche® Tuning | Parts | Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany phone: +49-7665-98990 fax: +49-7665-989920
fvd North America phone: +1-954-571-2050 fax: +1-954-571-2060

www.fvd.net
www.fvd.net

WorldMags.net